Thursday, 30th September, 1954

LOK SABHA DEBATES

(Part I—Questions and Answers)

VOLUME IV, 1954

(*27th September to 30th September, 1954*)

SEVENTH SESSION

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LOK SABHA SECRETARIAT
NEW DELHI

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(Part I—Questions and Answers)

LOK SABHA

Thursday, 30th September, 1954

The Lok Sabha met at Eleven of the Clock.

[MR. SPEAKER *in the Chair*]

ORAL ANSWERS TO QUESTIONS

RAILWAY PORTERS

***1508. Shri D. C. Sharma:** Will the Minister of **Railways** be pleased to state:

(a) the rate of wages per head-load of luggage that the porters on the Northern Railway Station platforms are permitted to charge at present; and

(b) whether any representation has been received for enhancing these charges?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) The authorised porterage rate which licensed porters are allowed to charge from passengers for carrying their luggage is three annas per trip at some stations and two annas per trip at others, on the Northern Railway.

(b) Yes.

Shri D. C. Sharma: May I know if any scheme known by the name of 'De-casualisation Scheme' was introduced by the Ministry and what were its main features?

Shri Shahnawaz Khan: The scheme was introduced in May, 1947, on the recommendation of the Ministry of Labour. The main features of the scheme are that it gives security of service to the porters and it gives free medical aid. They have to pay Rs.4/- a month as licence fee in lieu of which they get two pairs of uniforms free of cost.

Shri D. C. Sharma: May I know if the hon. Minister has any statistics with regard to the number of porters who have made use of this free medical aid?

Shri Shahnawaz Khan: We do not have any statistics with us. But, from the enquiries I have made personally, the medical aid that has been given has not been of a very substantial nature.

Shri D. C. Sharma: May I know whether this three annas per load has any reference to the living index which is applicable in India and if it is below that, will the Government consider any proposal to increase this rate?

Shri Shahnawaz Khan: This rate has been fixed after very carefully considering the cost of living and other factors.

TRAIN SERVICES

***1510. Shri Dabhi:** Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that the Railway Engines used on the Metre Gauge Line of the Western Railway between Delhi and Ahmedabad frequently break down and cause great hardship and inconvenience to the passengers;

(b) if so, the reasons for such break downs; and

(c) what steps Government have taken in the matter?

The Parliamentry Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) Yes, there have been a few cases of break-down.

(b) Mechanical failure of engines.

(c) The steps taken to minimise break-downs due to engine failures to the maximum possible extent, are:—

(i) Improvement in the standard of examination of engines in loco sheds;

(ii) tightening up of examination of engines by drivers before they leave the sheds;

(iii) training of drivers in the handling of engines; and

(iv) detailed examination of engine failure at various levels *viz* District Offices, Regional Offices and the Headquarters office with a view to determining the cause and method of avoiding such failures in future.

Shri Dabhi: May I know how far matters have improved as a result of the action taken by the Government?

Shri Shahnawaz Khan: There has been very marked improvement recently.

Shri Dabhi: Will the hon. Minister give some figures to show that there were less break-downs, delays, etc.?

Shri Shahnawaz Khan: Yes, Sir. I have got detailed figures, month by month. I would like to inform the hon. Member that in January, 1952, the number of break-downs was 102, in 1953, 80 and in 1954, 42. Similarly, there has been a continuous decline in the number of break-downs.

Shri P. C. Bose: May I know how old these engines were and were they in a position to be further repaired?

Shri Shahnawaz Khan: Generally, the life of a locomotive is about forty years; and, we keep in service such of the over-age engines as are capable of rendering satisfactory service.

INTERNATIONAL PHARMACOPOEIA CONFERENCE

*1511. **Shri S. N. Das:** Will the Minister of **Health** be pleased to state:

(a) whether India participated in the Conference on International Pharmacopoeia held in Geneva recently; and

(b) whether any report of the discussion has been received?

The Minister of Health (Rajkumari Amrit Kaur): (a) No representative of the Government of India participated in the Conference; Dr. B. Mukerji, Director, Central Drug Research Institute, Lucknow, however, attended the Conference on the invitation of the World Health Organisation, as an expert.

(b) No report has so far been received.

Shri S. N. Das: May I know whether it is a fact that it was for the first time that India was represented at such conference?

Rajkumari Amrit Kaur: Sir, I may say that the invitations to attend the Conference were not country-wise and, therefore, India was not officially a participant. But Dr. Mukerji and Dr. Chopra have been made members of the Committee as experts.

Shri S. N. Das: May I know whether any number of Indian drugs have been accepted to be included in the Pharmacopoeia and, if so what are their names?

Rajkumari Amrit Kaur: Eleven drugs, I hope , have been accepted. I do not think it will be any good my reading them out.

Ghee ADULTERATION

*1512. **Shri Jhulan Sinha:** Will the Minister of **Food and Agriculture** be pleased to refer to the reply to part (b) of starred question No. 326 asked on the 14th November, 1952 regarding analysis of adulterated *ghee* and state:

(a) the extent to which the adulteration of *ghee* in the various States has increased or decreased since 1952; and

(b) the number of Agmark samples analysed during the period from 1952 onward and the extent of adulteration detected therein?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) A statement containing State-wise information for the period January, 1953, to June 1954, is placed on the Table of the House. [*See* Appendix IX, annexure No. 1].

(b) Out of a total number of 7,601 samples of AGMARK *ghee* analysed by the Directorate of Marketing during the period from January, 1953, to May, 1954, 182 samples were found adulterated. The pecentage of adulterated samples was 2·3 per cent.

Shri Jhulan Sinha: What I wanted to know was the percentage increase or decrease from the previous analysis revealed in a previous question. For that there was no answer here. May I know whether Government is in a position to state here and now if the percentage of adulteration has increased since the last analysis or not?

Dr. P. S. Deshmukh: I could not follow the last part of the question.

Mr. Speaker: He wants to know the percentage of increase or decrease. He says the hon. Minister has not given a percentage increase or decrease. The answer says merely that some samples were examined.

Dr. P. S. Deshmukh: The number of samples is numerous enough to give us a sufficiently correct idea of the position. I am prepared to admit that the percentage has really gone up, but I am afraid, our intelligence has not been able to keep pace with the adulterators.

Shri Jhulan Sinha: In view of the adulteration in the AGMARK samples, has Government taken any steps to prevent it even though they cannot prevent other adulterations?

Dr. P. S. Deshmukh: We are always trying our best to prevent adulteration.

Shri Dabhi: May I know whether *vanaspati* is the greatest adulterant of *ghee*?

Mr. Speaker: Order, order.

Pandit D. N. Tiwary: May I know whether recently *vanaspati* has been analysed and, if so, what harmful properties have been found there?

Dr. P. S. Deshmukh: The question refers to *ghee* and not to *vanaspati*.

HOMOEOPATHY

***1513. Shri Krishnacharya Joshi:** Will the Minister of **Health** be pleased to state whether Government propose to introduce necessary legislation for the regulation of the practice of Homoeopathy as recommended by Homoeopathic Enquiry Committee in their Report of 1948?

The Minister of Health (Rajkumari Amrit Kaur): The matter is under consideration in consultation with the Central Health Council.

Shri Krishnacharya Joshi: May I know what are the main recommendations of this Enquiry Committee?

Rajkumari Amrit Kaur: I have not got the main recommendations here but the Enquiry Committee Report has been placed on the Table of the House.

Shri Krishnacharya Joshi: May I know whether homoeopathy has been recognised as a scientific method of treatment?

Rajkumari Amrit Kaur: Legislation has been enacted by the Governments of several States in regard to homeopathy and its practice.

Shri Thimmaiah: May I know whether homeopathic treatment is cheaper than other methods of treatment?

Rajkumari Amrit Kaur: That is their claim.

AUSTRALIAN SHEEP EXPERT

***1516. Th. Lakshman Singh Charak:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether it is a fact that the Kashmir State Government have requisitioned the services of an Australian sheep expert to advise them on the development of wool industry;

(b) whether the report of the Australian expert has been approved by both the Governments; and

(c) whether any specific instructions have been laid down in the report about the implementation of the Plan?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) Yes.

(b) Yes, in principle.

(c) It has been suggested to the Jammu and Kashmir Government that they should implement the scheme prepared by Mr. Upward, which is based on the utilisation of Polwarth breed of sheep, side by side with another sheep research and development scheme already being run in the State by the Indian Council of Agricultural Research. Government of India are also initiating action for soil analysis of some grazing areas in Kashmir as recommended by Mr. Upward.

Th. Lakshman Singh Charak: May I know if the views of the present expert differ from the advice given by the previous expert twenty years ago?

Dr. P. S. Deshmukh: I am sorry, we have not entered into a comparison with the views of the previous expert which are so old.

Th. Lakshman Singh Charak: May I know if the present expert approves of the scheme which was being worked by the Kashmir Government so far?

Dr. P. S. Deshmukh: In one particular aspect it does appear that the expert does not know the activities of the ICAR in certain fields.

Th. Lakshman Singh Charak: May I know what is the opinion of the expert regarding marino breed in Kashmir?

Dr. P. S. Deshmukh: I must ask for notice of the question, Sir.

Shri Thimmaiah: May I know whether the expert has been invited under the Colombo Plan?

Dr. P. S. Deshmukh: He was a F.A.O. man.

खेती के औज़ार

***१५१९. श्री विभूति मिश्र :** क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे :

(क) क्या सरकार ने खेती के देशी औज़ारों में सुधार करने की कोई योजना बनाई है ;

(ख) यदि हां, तो इसे कहां तक कार्यान्वित किया गया है ; और

(ग) यदि नहीं तो इसे कब लागू किया जाएगा ?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) Yes.

(b) A scheme for the multiplication, distribution and trial of improved agricultural implements is in operation at the Indian Agricultural Research Institute since 3rd October, 1953.

(c) Does not arise.

श्री विभूति मिश्र : हिन्दुस्तान के सौ में से ६० किसानों के ऐसे बैल हैं कि वे उन इम्प्लीमेंट्स को नहीं खींच सकते जो कि एग्रीकल्चर डिपार्टमेंट की तरफ से बनाये जाते हैं । तो मैं जानना चाहता हूं कि जिन इम्प्लीमेंट्स को गरीब किसानों के बैल खींच

सकें क्या ऐसे इम्प्लीमेंट्स बनाने की भी सरकार कोशिश कर रही है ?

डा० पी० एस० देशमुख : मेम्बर साहब ने जो दिक्कत बतलायी है वह हमारे सामने है और ये जो इम्प्लीमेंट्स हम बनायेंगे वे ऐसे बनायेंगे, जो कि बगैर ताकत वाले बैल भी खींच सकें ।

श्री विभूति मिश्र : सरकार की तरफ से ये इम्प्लीमेंट्स बेचने के लिए बाजारों में जाते हैं । मैं यह जानना चाहता हूं कि सुदूर देहातों में किसानों को ये इम्प्लीमेंट्स मिल सकें इसके लिए सरकार क्या प्रयत्न कर रही है ?

डा० पी० एस० देशमुख : जी हां, यह जो एक्टिविटी है इस की यही कोशिश है कि ये इम्प्लीमेंट्स सस्ते से सस्ते दाम में बेचे जायें ताकि गरीब से गरीब किसान उनको खरीद सकें ।

पंडित डी० एन० तिवारी : अभी आनरेबल मिनिस्टर ने कहा कि बहुत जल्द ऐसे इम्प्लीमेंट्स निकाले जायंगे कि जिनको गरीब किसान के बैल भी खींच सकें । मैं यह जानना चाहता हूं कि ये कबतक निकाल जायेंगे, दस-पांच बरस बाद या इससे पहले ?

डा० पी० एस० देशमुख : इसका समय तो मुकर्रर नहीं किया जा सकता, क्योंकि यह एक्सपैरीमेंट और रिसर्च का काम है । लेकिन हमारी कोशिश यही है कि हम जल्दी ही इन इम्प्लीमेंट्स को बनायें और किसानों को दें ।

Diwan Raghavendra Rao: Are Government aware that Mr. Kherdekar of Madhya Pradesh, an expert in this respect, who was deputed to the Pusa Institute had to go back to his home State for want of proper encouragement, and if this is so, have Government found out the reasons for that?

Dr. P. S. Deshmukh: I think my hon. friend will be thoroughly satisfied if I tell him that he has come back to Delhi and is more or less in the Pusa Institute.

BOGUS MONEY ORDERS

*1520. **Sardar A. S. Saigal:** Will the Minister of **Communications** be pleased to state:

(a) whether it is a fact that a large amount of money has been fraudulently received at Ratlam by bogus money orders or otherwise by duping the post office;

(b) the amount that was involved in this fraud; and

(c) the steps that are being taken to prevent such frauds at various places?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) Reply is in the negative.

(b) Does not arise.

(c) No special measure is called for. The existing rules provide for adequate safeguards against any deception being practised on the Post Office.

OILSEEDS

*1522. **Pandit Munishwar Datt Upadhyay:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) what are the restrictions and duties on the export of oil-seeds at present;

(b) what was the effect of the removal of the excise duty and the introduction of marketing facilities in the preceding years; and

(c) what assistance the Central Government have so far given for the production and marketing of the oil-seeds in the States?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) Exports of oilseeds are not generally allowed. Small quantities of some seeds, which are likely to be consumed as such, are allowed to be exported. The present rate of export duty on linseed is Rs. 25/- per ton and that on other major oil-seeds and niger and kardi seeds is Rs. 150/- per ton.

(b) No excise duty has been imposed on oil-seeds during the past few years. In the States of Bombay, Madras, Madhya Pradesh, Madhya Bharat, Mysore, Hyderabad, Punjab and P.E.P.S.U. regulated markets have been established for the marketing of agricultural commodities, including oil-seeds. This has helped in ensuring a fair return to the cultivators, removing the mal-practices and improving marketing conditions in general.

(c) For the production and marketing of oil-seeds the Indian Central Oil-seeds Committee have, during the last five years, given grants to the extent of Rs. 9.8 lakhs to the State Governments and Rs. 2.5 lakhs to Central Institutes and Universities.

Pandit Munishwar Datt Upadhyay: May I know what is the amount that was given to U.P.?

Dr. P. S. Deshmukh: I must ask for notice; I have not got the break-up for each State.

Pandit Munishwar Datt Upadhyay: What was the acreage of cultivation of oil-seeds in the last year, year before last and in the current year?

Dr. P. S. Deshmukh: I would submit that the supplementary question does not arise out of this. The original question is more concerned with the cess, duty and so on.

Pandit Munishwar Datt Upadhyay: Is the hon. Minister in a position to tell me what is the production this year and what it was last year?

Dr. P. S. Deshmukh: I must ask for notice of the question.

Shri N. B. Chowdhury: May I know whether the Government propose to extend the marketing facilities to the remaining States? The hon. Minister stated that in certain States these facilities exist. I want to know whether the same facilities will be extended to the remaining States as well?

Dr. P. S. Deshmukh: It is not for us to extend the facilities. This is a matter entirely resting with State Governments. They establish regulated markets and we always recommend that regulated markets should be established.

TELE-COMMUNICATIONS RESEARCH CENTRE

*1523. **Shri Bahadur Singh:** Will the Minister of **Communications** be pleased to state:

(a) whether the proposed Telecommunications Research Centre has been established; and

(b) if so, at which place and at what cost?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) Not as yet.

(b) Does not arise.

Shri Bahadur Singh: May I know the difficulties that have stood in the way?

Shri Raj Bahadur: The availability of a really experienced and suitable Tele-communications Research Officer.

Shri Bahadur Singh: May I know the estimated cost?

Shri Raj Bahadur: The estimated cost is Rs. 4,40,000 non-recurring; Rs. 2,35,723, Rs. 3,10,553 and Rs. 3,34,572 respectively, recurring expenditure for the first three years.

INCREASE IN BOOK-POST RATES

*1525. **Pandit D. N. Tiwary:** Will the Minister of **Communications** be pleased to state:

(a) whether it is a fact that the increase in postage on book-packets has resulted in fall of revenue in 1953-54;

(b) if so, to what extent; and

(c) the total income derived from postage on book-packets in 1952-53 and 1953-54?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) to (c). Separate accounts of revenue derived from book-packets alone are not maintained. The estimated revenue on all packets during 1953-54 was Rs. 213 lakhs as compared to Rs. 139 lakhs during 1952-53, thus showing an approximate gain of Rs. 74 lakhs in 1953-54.

Pandit D. N. Tiwary: Have Government any idea of the number of book-packets handled, if not the revenue, in 1953-54 and the percentage compared to 1952-53?

Shri Raj Bahadur: I have got the figures here. Unregistered packets—252 million in 1952-53 and 244 million in 1953-54; registered packets—4·4 million in the 1952-53 and 4·7 million in 1953-54; V. P. packets—2 million in 1952-53 and 1·9 million in 1953-54.

Pandit D. N. Tiwary: This shows that there is a regular decrease in the number of packets. May I know whether Government are taking any steps to increase it?

Shri Raj Bahadur: There is no appreciable decrease as the hon. Member suggests. As a matter of fact, while we increased the postage rates we anticipated a decline of 10 to 20 per cent. in the traffic, but actually it has not happened; it is much less than that.

Pandit D. N. Tiwary: Have Government received any representation from Gita Press, Gorakhpur, and other publishing concerns about their hardship due to the postage being more than the value of the books?

Shri Raj Bahadur: A number of representations have been received and they have all received our most sympathetic consideration. We have gone into detailed calculations about the rate and we find that the increase in the price of books themselves has been much more in proportion than the increase in the postage rates.

PRODUCTION OF TOBACCO

*1527. **Shri Gidwani:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether it is a fact that the quantity of tobacco produced in the country is more than what is consumed; and

(b) if so, whether Government propose to adopt any measures to reduce its production?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) Yes.

(b) A suggestion has been made by the Government of India to the Andhra Government that tobacco acreage in that State may be reduced by 25 per cent. The matter is still under correspondence.

Shri Gidwani: May I know if the tobacco produced in India can be utilised for cigarette manufacture as we are importing large quantities of cigarettes from outside?

Dr. P. S. Deshmukh: The trouble with our production of tobacco is that we have too much of the lower grade tobacco. Some portion is utilised for cigarette manufacture also, but I think the hon. Member knows the position of cigarette manufacture.

Shri Raghuramaiah: May I know whether the question is not really one of stepping up of our exports because this brings us a good lot of foreign exchange?

Dr. P. S. Deshmukh: We are in thorough agreement with my friend that it is also a question of increasing our exports. Various means to step up our exports have been suggested and are under consideration; some of them have already been given effect to also.

Shri T. N. Singh: May I know, since the tobacco cultivation itself is under licence from the Central Government, whether there is any necessity of getting the concurrence of the Andhra Government or whether their suggestions must come first?

Dr. P. S. Deshmukh: We want to give the State Government every opportunity to represent their views; we do not want to force anything against their wishes.

VILLAGE ROADS

***1529. Shri N. M. Lingam:** Will the Minister of **Transport** be pleased to state:

(a) whether the Roads Wing of the Ministry of Transport has formulated any scheme on a co-operative basis for the development of village roads; and

(b) if so, the details of the Scheme?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) and (b). The development of village roads is the responsibility of the State Governments. The Roads Wing of the Ministry of Transport prepared a model "Village Road Development Co-operative Scheme" and circulated it for the guidance of the State Governments in February, 1952. A copy of the Model Scheme is laid on the Table of the Sabha. [*See* Appendix IX, annexure No. 2].

Shri N. M. Lingam: May I know if any scheme on the model suggested by the Government has been put into operation by any of the State Governments? If so, what are those States?

Shri Shahnawaz Khan: We have received 320 schemes from various States, which have been approved by the Ministry.

Shri S. N. Das: May I know whether any amount has so far been spent on this scheme, and if so, what is the Centre's share of it?

Shri Shahnawaz Khan: The Centre has agreed to pay Rs. 60 lakhs uptill the end of the year 1954-55. During the year 1953-54, Rs. 20 lakhs were offered to the State Governments.

Shri N. M. Lingam: In view of the fact that the principle underlying the scheme is the same as that under the community development projects, may I know how Government propose to integrate these two schemes for the development of communications?

The Deputy Minister of Railways and Transport (Shri Alagesan): These schemes are in charge of State Governments and it is for them to integrate and to have them in areas which are not covered by community project development areas.

SLEEPING CARS IN *Janta* TRAINS

***1530. Shri Bhagwat Jha Azad:** Will the Minister of **Railways** be pleased to state:

(a) whether Government propose to introduce sleeping cars in *Janta* trains; and

(b) if so, from what date?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) and (b). The matter is under examination.

Shri Bhagwat Jha Azad: May I know how long this consideration will continue?

Shri Shahnawaz Khan: As long as it is necessary.

Shri Bhagwat Jha Azad: May I know whether, for providing such facilities, any reference has been made to the committee or the officer concerned in the matter, whether any conditions will be imposed on such travel if it is given to the public?

Mr. Speaker: The question is not clear to me. He refers to some officer....

Shri Shahnawaz Khan: The Member for Transport, Shri Vasist, led a delegation to Russia and he has returned and submitted an interim report. I presume the hon. Member is referring to that report.

Mr. Speaker: The question is not clear.

Shri Bhagwat Jha Azad: I want to know whether, when the matter is being considered, any reference has been made to the man or to the officer who is considering the report of the conditions that are to be imposed for such travel.

Shri Shahnawaz Khan: I do not quite understand what the hon. Member means by 'reference'. The officer-in-charge made certain recommendations and we have sent those recommendations to the various Railways for their remarks.

Mr. Speaker: The point is that when accommodation is to be given in sleeping cars, certainly there will be some condition with regard to payment.

The Deputy Minister of Railways and Transport (Shri Alagesan): There will be an extra levy and that is under consideration.

CANAL FROM THE GANGES TO BRAHMAPUTRA

***1531. Shri K. P. Tripathi:** Will the Minister of **Transport** be pleased to state:

(a) whether there is any plan to connect the Ganges with the Brahmaputra by a canal through Indian territory for the purpose of navigation; and

(b) if so, whether it will be included in the Second Five Year Plan?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) No, Sir.

(b) Does not arise.

Shri K. P. Tripathi: May I know whether this proposal was considered at any stage, and if so, why it has been dropped?

Shri Alagesan: There were some consultations regarding this, but they did not reach a very ripe stage and the whole thing is under the consideration of the Planning Commission. There were only some preliminary consultations on this and it has not reached any definite stage.

Shri K. P. Tripathi: May I know, therefore, that it is not dropped, and it is still under the stage of consideration?

Shri Alagesan: If that will give some satisfaction to the hon. Member, I have no objection.

Mr. Speaker: Under the consideration of the Planning Commission.

Shri K. P. Tripathi: May I know if the technical part of it has been considered and technically it is considered feasible?

Shri Alagesan: It is too early to answer that, because it has not been examined in such thorough detail yet.

भाड़े की दरें

***१५३२. श्री रघुनाथ सिंह :** क्या परिवहन मंत्री यह बताने की कृपा करेंगे :

(क) क्या यह सच है कि जापानी जहाज कम्पनियां लोहा, कोयला और दूसरी वस्तुएं ढोने के लिये जो भाड़ा लेती हैं वह भारतीय जहाज कम्पनियों द्वारा लिये जाने वाले भाड़े से बहुत कम है ;

(ख) यदि हां, तो क्या इस से भारत के जहाजों के व्यापार पर पूर्व में बुरा प्रभाव पड़ा है ?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) No, Sir. All Shipping Companies, which are members of the Conference, be they Japanese, Indian or any other nationality, charge the same Conference rates.

(b) Does not arise.

श्री रघुनाथ सिंह : क्या मैं जान सकता हूं कि इस क्षेत्र में जो व्यापार होता हैं उसका सम्बन्ध ईस्टर्न शिपिंग कारपोरेशन से हैं ?

Shri Alegasan: On the India-Japan run, it is the Eastern Shipping Corporation that runs a vessel.

श्री रघुनाथ सिंह : ईस्टर्न शिपिग कारपोरेशन में सरकार का क्या शेयर हैं ?

Shri Alagesan: It is mostly held by the Government.

श्री रघुनाथ सिंह : चूंकि जापानी व्यापार और हिन्दुस्तानी व्यापार में प्रतिस्पधी हैं और चूंकि जापानी रेट हिन्दुस्तानी रेट से सस्ता हैं, तो उसके कारण भारतीय व्यापार को कोई लॉस न हो, इसके वास्ते हमारी ओर से क्या प्रबन्ध हो रहा हैं ?

Shri Alagesan: The rates are regulated by the Conference concerned and all the members have to charge the same rates; they cannot undercut one another.

श्री रघुनाथ सिंह : जापानी जहाज कम्पनियों के लोहा, कोयला आदि वस्तुओं के फ्रेट चार्जेज क्या हैं और हिन्दुस्तानी जहाज कम्पनियों के उन्हीं चीजों के लिये क्या चार्जेज हैं ?

Shri Alagesan: I think I have answered that.

Mr. Speaker: The rates are settled by the Conference and they are the same for all.

B. C. G. VACCINE LABORATORY, GUINDY

*1533. **Mulla Abdullabhai:** Will the Minister of **Health** be pleased to state:

(a) the quantity and value of B.C.G. vaccine exported to foreign countries in 1953-54;

(b) the installed capacity of the plant for manufacturing this vaccine at Guindy;

(c) whether tuberculine also is being prepared at Guindy; and

(d) if so, how much?

The Minister of Health (Rajkumari Amrit Kaur): (a) 4,27,085 c.cs., costing Rs. 42,708/8/-.

(b) 50,000 c.cs. (5,00,000 doses), per week.

(c) No.

(d) Does not arise.

CONFERENCE OF STATION MASTERS

*1535. **Shri Sanganna:** Will the Minister of **Railways** be pleased to state:

(a) whether copies of the resolutions passed by the Conference of Station Masters and Assistant Station Masters held at Delhi on the 16th May, 1954 in respect of service conditions and promotions have been received by Government;

(b) if so, whether any of these resolutions have been taken up for consideration; and

(c) the decision, if any, taken on them?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) Yes.

(b) and (c). The resolutions have been considered but it was decided that no action was called for on them.

Shri Sanganna: May I know whether one of the resolutions is for the implementation of the Central Pay Commission's recommendations, and, if so why they were not implemented so far?

The Deputy Minister of Railways and Transport (Shri Alagesan): The C.P.C. recommendations have all been implemented. In addition, whatever the Joint Advisory Committee had to say on those recommendations have also been given effect to.

Shri T. B. Vittal Rao: May I know whether in view of the representations from the station masters for the revision of their scales of pay, Government propose to increase the number in the higher grade with a view to providing higher salaries to the senior station masters?

Shri Alagesan: The grades have been fixed already, and a percentage of the total is in the higher grade, which has been fixed already. There is no proposal to increase this percentage.

Shri Sanganna: May I know whether the Government are aware that there is difference of pay and also in the matter of other facilities among the station masters and the assistant station masters working in the stations on the Raipur-Waltair line?

Shri Alagesan: If it relates to station masters and assistant station masters, certainly there will be differences of pay scales.

COMMODITY COMMITTEES

*1537. **Shri T. Subrahmanyam:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether Government have decided to start commodity committees for *jowar, bajra* and pulses; and

(b) the steps that have been taken to give technical assistance to the growers of these foodgrains?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) No.

(b) The Indian Council of Agricultural Research has been promoting and co-ordinating agricultural research, among other things, on these commodities. It sponsors research schemes in conjunction with the State Governments which are responsible for conveying the results of research to the farmers, through demonstration and by disseminating such results through agricultural information litterature.

Shri T. Subrahmanyam: What States have agricultural research stations carrying on research to improve the seed both for resisting disease and producing better type of grain?

Dr. P. S. Deshmukh: These experiments in these directions are made in almost every State; they also evolve better seeds so far as these commodities are concerned.

मिट्टी परीक्षण केन्द्र

*१५३८. **श्री बी० पी० सिह :** क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि भारत में १६ मिट्टी परीक्षण केन्द्र स्थापित किये जा रहे हैं ;

(ख) यदि हां, तो ये कहां कहां होंगे और इन में से प्रत्येक का क्षेत्राधिकार क्या होगा ;

(ग) किसान इन केन्द्रों से कैसे लाभ उठा सकेंगे ; और

(घ) क्या किसानों को अपनी मिट्टी का परीक्षण कराने के लिये कोई फीस देनी पड़ेगी ?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) Yes.

(b) These are under consideration.

(c) By getting their soils tested and obtaining expert advice regarding the kind and dosages of fertilisers to be applied to crops to obtain best results.

(d) This has not been decided yet.

श्री बी० पी० सिंह : मैं जानना चाहता हूं कि यह जो केन्द्र स्थापित किये जा रहे हैं, इन की स्थापना पर जो व्यय होगा उसका सारा भार भारत सरकार उठायेगी या प्रान्तीय सरकारों से भी कोई कंट्रीब्यूशन लिया जायगा ?

डा० पी० एस० देशमुख : यह जो ऑपरेशंस होंगे इसमें एग्रीमेंट के मुताबिक जो खर्चा आयेगा उसके लिये काफी इमदाद बाहर से आयेगी और स्टेट गवर्नमेंट्स पर उसका ज्यादा भार नहीं पड़ेगा ।

WEST COAST ROAD

*1539. **Shri Kottukappally:** Will the Minister of **Transport** be pleased to state:

(a) which portions of the National Highway between Cape Comorin and Bombay have yet to be completed;

(b) when the construction of this National Highway will be completed; and

(c) the names of the important places through which this Highway will pass?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) and (b). The National Highway route from Bombay to Cape Comorin *via* Poona Bangalore has no missing links. The alternative route which for a major part of its length runs along the West Coast Road, includes three streches of National Highway sections of a total length of 375 miles where there are no missing links. A few river crossings have to be bridged over the remaining State highway portions of the Road.

(c) A statement is laid on the Table of the Sabha. [*See* Appendix IX, annexure No. 3.]

Shri Kottukappally: May I know when the construction of the Alwaye and Cheruvattur bridges on this highway will be completed?

The Deputy Minister of Railways and Transport (Shri Alagesan): This is a general question and I should like to have particular notice. I can inform the hon. Member, however, that the progress on the Alwaye bridge will be expedited.

Shri Kottukappally: Will the Government meanwhile please make arrangements with the railway authorities for the use of the railway bridges at Alwaye and Cheruvattur for road traffic as in certain other cases?

Shri Alagesan: I do not know how far that suggestion will be feasible but I may inform the House that we have appointed a Committee of technical officers who are going into this question of decking railway bridges for road traffic and we are awaiting their recommendations.

Shri A. M. Thomas: May I know whether large amounts set apart for the construction of major bridges in the 1953-54 Budget have lapsed and is it likely that still larger amounts set apart in 1954-55 will also lapse?

Shri Alagesan: The work of bridge construction is not a thing in which money can be spent so easily as the hon. Member imagines. There are technical details involved and the rivers on the west coast are very treacherous, if I may say so, and they are very slippery. We have not been able to find the place where the foundations can rest. Alternate borings had to be undertaken and all these things come in.

Shri Velayudhan: May I know what percentage of the total expenditure for this national highway in the Travancore-Cochin State is borne by the State Government?

Shri Alagesan: All expenditure on the national highway works are entirely borne by the Central Government.

RECOGNITION OF GOVERNMENT EMPLOYEES UNION

***1540. Shri Tushar Chatterjea**: Will the Minister of Labour be pleased to state:

(a) whether any rules have been framed for the recognition of Unions of the Government employees;

(b) whether recognition of any Union has been withdrawn during the years 1951 to 1954;

(c) if so, their number;

(d) whether recognition of the Bengal Income-Tax Association has also been withdrawn; and

(e) if so, the reasons therefor?

The Deputy Minister of Labour (Shri Abid Ali): (a) Government have issued certain instructions regarding the recognition of associations of its non-industrial employees. A separate set of instructions has also been framed for the guidance of Central Government departments in the matter of recognition of unions of industrial employees of Government.

(b) and (c). The information is being collected.

(d) and (e). Yes. The recognition accorded to the Association was recently withdrawn as it would not amend its constitution in conformity with the general conditions prescribed for recognition of service associations.

Shri Tushar Chatterjea: May I know whether the rules of the Union lay down any condition by which the employees cannot make any appeal to higher authorities without reference to their immediate authorities?

Shri Abid Ali: I could not follow the latter portion of the question.

Mr. Speaker: Is there any rule which says that a representation shall not be made to the higher authorities unless it is sent through the immediate superior authorities?

Shri Abid Ali: That is the practice.

Shri N. B. Chowdhury: With regard to (b) and (c), the hon. Minister said that the information is being collected. May I know whether the information will be placed on the Table?

Shri Abid Ali: Of course.

Shri Tushar Chatterjea: The hon. Minister stated that without reference to the immediate authorities, no representation can be made to the higher authorities. May I know how the Government propose to grant the right of the employees to make an appeal in case the immediate authority does some injustice?

Shri Abid Ali: Generally, these representations are forwarded to higher authorities.

DRUGS AND MAGIC REMEDIES (OBJECTIONABLE ADVERTISEMENTS) ACT

*1541. **Shri C. R. Narasimhan:** Will the Minister of **Health** be pleased to state:

(a) when the rules under the Drugs and Magic Remedies (Objectionable Advertisements) Act, 1954 are proposed to be framed;

(b) whether the attention of Government has been drawn to the remarks contained in paragraphs 270 to 282 of the Press Commission's Report; and

(c) if so, what consideration Government are giving to the matter?

The Minister of Health (Rajkumari Amrit Kaur): (a) Draft Rules under the Drugs and Magic Remedies (Objectionable Advertisements) Act, 1954, were published in the *Gazette of India* for inviting objections and suggestions by the 28th November 1954. The Rules will be finalised after taking into consideration the objections and suggestions that may be received by the specified date.

(b) Yes.

(c) The suggestions and observations made by the Press Commission are being examined. They will be taking into consideration before finalising the Rules under the Drugs and Magic Remedies (Objectionable Advertisements) Act, 1954.

Shri C. R. Narasimhan: Will these rules cover advertisements regarding the following four categories (1) Talisman, (2) false diagnosis and treatment by correspondence or post, (3) dangerous and habit-forming drugs and (4) unethical products or proprietary remedies?

Rajkumari Amrit Kaur: I think the suggestions that have been made by the Press Commission which the hon. Member has quoted are being examined. I am aware that treatment by correspondence is not included in the Bill but whatever can come within the scope of the Bill and which we consider reasonable will be included in the rules.

Shri C. R. Narasimhan: Has Government's attention been drawn to the suggestions of the Indian Medical Association urging the banning of advertisements of cures for the diseases such as cancer, diabetes, cataract and tuberculosis which have no cures of therapeutic value owing to which reason the market is flooded by false cures?

Rajkumari Amrit Kaur: We have seen the recommendations of the Indian Medical Association and as far as we can see these objections are covered by the rules of the Act.

Shrimati Jayashri: May I know whether any action is taken against any person for breaking this Act after it has come into force?

Rajkumari Amrit Kaur: Not Yet.

CORRUPTION AMONGEST RAILWAY EMPLOYEES

***1542. Shri Brajeshwar Prasad:** Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that Government had set up an Enquiry Committee to investigate into the conduct of certain officials of the *Ex*-Saurashtra Railways;

(b) if so, whether the committee has submitted its report; and

(c) whether Government propose to lay a copy of the Report on the Table of the House?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) and (b). Yes.

(c) No, it is not the practice to place copies of such Reports on the Table of the House.

Shri Brajeshwar Prasad: May I know whether there was any charge of misappropriation of money against these officers?

Shri Alagesan: Yes, Sir.

Shri Brajeshwar Prasad: What are the amounts involved?

Shri Alagesan: Roughly between Rs. 13-14 lakhs.

Shri B. S. Murthy: May I know whether any interim report has been submitted by this Committee?

Shri Alagesan: The final report has been submitted; that is my reply; it was submitted in July.

Shri T. B. Vittal Rao: May I know........

Mr. Speaker: We will go to the next question.

EXTENSION TRAINING CENTRES

***1543. Shri D. C. Sharma:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) the number of Pilot Development Projects, Extension Wings and Extension Training Centres that have been opened upto date with the Ford Foundation gift in the Punjab; and

(b) the amount spent on them so far?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) Two Extension Training Centres have been started in Punjab with partial financial assistance from the Ford Foundation. An Extension Wing for the Punjab Agricultural College, Ludhiana has been sanctioned but it has not yet started functioning. No Pilot Development Project was sanctioned for Punjab.

(b) An expenditure of about Rs. 5,43,900 was incurred on the two Extension Training Centres upto the 31st March, 1954.

Shri D. C. Sharma: How many such Centres have been established in the different States of India?

Dr. P. S. Deshmukh: Thirty-four Extension Training Centres in the whole of India.

Shri D. C. Sharma: May I know how much money has been allocated to the Punjab Agricultural College, Ludhiana and if any other scheme for grant has been submitted to the Ministry for the opening of another college in Punjab?

Dr. P. S. Deshmukh: This is done on the same scale as in the case of other colleges. I have not got the exact amount that will be spent, but it is likely to be in the neighbourhood of three quarters of a lakh of rupees from the Ford Foundation and about a lakh and a half of rupees from the Punjab Government.

Shrimati Sushama Sen: May I know if such Pilot Development Projects, Extension Wings and Extension Training Centres have been opened in any other States?

Dr. P. S. Deshmukh: Yes.

Shri L. N. Mishra: May I know whether it is a fact that the progress in the agricultural sector of the Plan has been held up because of want of trained village level workers; if so, do Government propose to take special steps for the training of village level workers?

Dr. P. S. Deshmukh: We have taken very many special steps to increase the training of village level workers. We have sanctioned a number of basic agricultural schools and we are doing our very best to increase their training.

Shrimati Jayashri: May I know whether any women are to be trained in home sciences?

Dr. P. S. Deshmukh: Yes, Sir, we are about to send twenty-five young ladies to Japan and Honolulu for home economics training.

TAPE-RELAY SYSTEM

***1544. Shri Krishnacharya Joshi:** Will the Minister of **Communications** be pleased to state:

(a) whether Government have decided to introduce the tape-relay system in Delhi and other important cities for reducing delays in transmission of telegrams; and

(b) if so, when will this new system be introduced?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) Not as yet. Government, however, hope to modernise as speedily as possible, methods of handling telegrams in order to reduce delays in transmission inherent in the current system, after studying the various aspects involved in introducing such changes.

(b) Does not arise.

Shri Krishnacharya Joshi: May I know whether Government will have to incur extra expenditure for this new system

Shri Raj Bahadur: Of course if we require extra equipment, for that we will have to incur extra expenditure.

Shri Krishnacharya Joshi: What are the defects in the old system and what will be the improvement in the new one?

Shri Raj Bahadur: Obviously delays which are so well-known.

ARTIFICIAL INSEMINATION CENTRES

***1545. Pandit Munishwar Datt Upadhyay:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) how many artificial insemination centres are working in India at present and in what States; and

(b) in how many centres the 'Key Village Scheme' for cattle development has been introduced so far and with what results?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) and (b). Under the All India Key Village Scheme, 134 Artificial Insemination Centres with 435 Key Villages are working in all States except Andamans. The results for the year 1953-54 are contained in the Annual Report of the Scheme, copies of which are available in the Library of the House.

Pandit Munishwar Datt Upadhyay: May I know whether it is the concern of the Central Government or the State Government to maintain these centres and, if they are maintained by the Central Government, whether any contribution is made by the State Government?

Dr. P. S. Deshmukh: Part of the expenditure is to be borne by the States. The non-recurring expenditure is contributed in a certain proportion by the Centre.

श्री एम० एल० जोशी : क्या मैं जान सकता हूं कि क्या सरकार की यह योजना है कि इस

प्रकार के काम को सारे हिन्दुस्तान के गांवों में फैलाया जाय और यदि इस प्रकार की योजना है तो कब तक यह योजना देश के सारे गांवों में प्रसारित हो जायेगी ?

डा० पी० एस० देशमुख : पांच-सालह योजना के मुताबिक हम १५० आर्टीफिशल इन्सेमिनेशन सेन्टर्स कायम करना चाहते हैं और उन में ६०० की-विलेजेज आयेंगे । हम ने अब तक १२४ सेन्टर्स एस्टैब्लिश किये हैं और उन में ४२५ गांव हैं ।

Pandit Munishwar Datt Upadhyay: May I know whether under this Key Village Scheme agricultural implements workshops are also being established, or whether it is a different scheme?

Dr. P. S. Deshmukh: That is a different scheme

ठाकुर युगल किशोर सिंह : क्या सरकार यह बता सकती है कि सांड़ों के अभाव में किन उपायों से मवेशियों की पैदाइश की जा रही है और किस प्रकार से आर्टीफिशल इन्सेमिनेशन के जरिये से अच्छी नस्ल के जानवर निकलते हैं ?

डा० पी० एस० देशमुख : यह तो बुल्स की कमी के कारण हम करते हैं, खाली साइंटिफिक एक्सपेरिमेन्ट्स के लिये नहीं ।

SUGARCANE PRICE

*1546. **Shri Bibhuti Mishra:** Will the Minister of **Food and Agriculture** be pleased to refer to the reply to starred question No. 864 asked on the 11th December, 1953 and state:

(a) whether a formula for payment of sugarcane price on recovery basis has been evolved; and

(b) if not, the reasons therefor?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) and (b). No. The question of fixing cane prices on the basis of recovery, was referred to the Development Council for Sugar Industry set up under the Industries (Development and Regulation) Act, 1951. The Council considered the matter at its meeting held on the 9th August, 1954, and recommended the setting up of a committee consisting of the representatives of the industry and the cane growers to examine the question in detail. A Committee has been set up and its report is awaited.

श्री विभूति मिश्र : क्या सरकार ने यह भी सोचा है कि रिकवरी के ऊपर शुगर केन की प्राइस न तय कर के शुगर की क्वालिटी पर फिक्स की जाय ?

डा० पी० एस० देशमुख : यह सब बातें कमेटी के सुपुर्द की गई हैं और वह जो कुछ सलाह देगी उस के ऊपर गवर्नमेन्ट गौर करेगी और तब पालिसी तय करेगी ।

श्री विभूति मिश्र : कमेटी की रिपोर्ट कितने समय के अन्दर निकल जायेगी ?

Mr. Speaker: What time will they take?

Dr. P. S. Deshmukh: I could not say, Sir. I think the report will be ready by the time the next meeting of the Development Council is held, which would be in November, 1954.

Pandit D. N. Tiwary: When the report of the Committee is ready, will the Government take into consideration the low price paid to the cultivators in the 1953-54 season and guarantee payment?

Dr. P. S. Deshmukh: I could not hold out any promise to give retrospective effect to the recommendations.

Mr. Speaker: At this stage the question will be hypothetical.

Pandit D. N. Tiwary: It was promised in the House.

Mr. Speaker: But unless the report comes how can there be any question as to what the committee will say?

Pandit D. N. Tiwary: I want to know whether the promise given to

the House by the Minister of Agriculture will hold good after the publication of the report, whether it is in favour or otherwise.

Mr. Speaker: Even for that purpose let the report come.

Shri Shivananjappa: May I know whether cane price is paid on the basis of the Sisma Formula to the cane growers of South India?

Dr. P. S. Deshmukh: In South India it is being paid according to the Sisma Formula.

INLAND FISHERIES TRAINING CENTRE, BARRACKPORE

***1547. Shri S. N. Das**: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether persons other than State nominees are trained at the Central Inland Fisheries Research Station, Barrackpore at their own cost;

(b) if so, whether there is any guarantee given or facilities provided for their absorption in the different State services after they complete their training;

(c) whether any complaints or representations as to untrained persons having been appointed by any State in preference to trained persons have been received by Government; and

(d) if so, whether any action has been taken in the matter?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) Yes.

(b) No guarantee is given by the Central Government.

(c) No. This concerns the State Governments.

(d) Does not arise.

Shri S. N. Das: May I know the total number of persons, both State nominees and others, so far trained by this Centre?

Dr. P. S. Deshmukh: From 1948-49 to 1953-54 the number is fifty-seven.

Shri S. N. Das: May I know whether any efforts have been made by the Central Government with a view to ascertain whether those private persons who are trained are employed or whether they remain unemployed?

Dr. P. S. Deshmukh: I do not know how many are employed and how many unemployed. But, the scheme is worked on such a basis as to see that there are not many people without employment. We are also trying to help as far as possible.

Shri S. N. Das: May I know whether the number of private applicants is decreasing or increasing?

Dr. P. S. Deshmukh: I have not got figures of the number of applications. The strength of the class is increasing from year to year. In 1948-49, we had 9 trainees. It went up to 12 in 1953-54. The present strength is 20.

Dr. Rama Rao: May I know if it is a fact that the amount, about Rs. 35 lakhs, allotted for fisheries development in Andhra, was diverted?

Dr. P. S. Deshmukh: I should like to have notice of the question.

ROADS IN ANDAMANS

***1548. Shri N. M. Lingam**: Will the Minister of **Transport** be pleased to state:

(a) the amount spent so far for the development of roads in the Andamans during the Five Year Plan period;

(b) the mileage of roads newly opened, the number of bridges constructed and the mileage improved; and

(c) the targets fixed for the Plan period?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri

Shahnawaz Khan): (a) Rs. 18,01,880 upto the 17th September, 1954.

(b) 51 bridges and 62 miles of roads improved.

(c) A copy of the Five Year Plan for roads in the Andamans is laid on the Table of the Sabha. [*See* Appendix IX, annexure No. 4.]

Shri N. M. Lingam: May I know the reasons for the slow progress in the execution of the works in view of the fact that the Plan contemplates a total outlay of nearly Rs. 1 crore for works in Andamans?

Shri Shahnawaz Khan: Although, so far, admittedly, progress has been rather slow, we have taken steps to expedite the progress.

Shri N. M. Lingam: In view of the importance of the place for colonisation, may I know if a permanent Engineering Division is stationed there and all facilities are given?

The Deputy Minister of Railways and Transport (Shri Alagesan): These works are being carried out by the Andamans P.W.D.

RIVER TRANSPORT

***1549. Shri K. P. Tripathi:** Will the Minister of **Transport** be pleased to state:

(a) whether it is a fact that the Rivers Steam Navigation and Indian General Navigation and Railway Companies have notified to the merchants of Cachar that due to breach at Jalalpur the steamers will stop plying in low-water season to and from Calcutta to Cachar; and

(b) if so, what alternative arrangements, if any, will be made to transport goods?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) No, Sir.

(b) Does not arise.

Shri K. P. Tripathi: Is it a fact that the Chamber of Commerce, Karimganj, has actually received a notice from the steamer company, and if so, may I know what steps Government propose to take?

Shri Alagesan: A letter was forwarded to the Minister by the hon. Member. On enquiry it is found that they only wanted to apprise them of the dry season conditions and ask them to make use of their main line service before those conditions set in. They have told the Ministry that they will inform us if any difficulty arises in their main line service.

Shri K. P. Tripathi: If such a contingency arises, may I know whether the Government will take steps to reduce the freight of railways so that the people may get things cheaper as they are getting?

Shri Alagesan: I do not know how to answer that question. Low water conditions occur in the dry season. It is only a common phenomenon. It is nothing peculiar.

SOIL CONSERVATION CENTRE

***1550. Shri T. Subrahmanyam:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether Government have decided to start a Soil Conservation Research Centre in black cotton soil region;

(b) if so where it will be opened; and

(c) when it will start functioning?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) to (c). The Central Soil Conservation Board has proposed the establishment of a soil conservation Research, Demonstration and Training Centre for the black cotton soil region at Bellary. The proposal is under the consideration of the Government of India.

Shri T. Subrahmanyam: May I know if preliminaries like acquisition of land, have been completed?

Dr. P. S. Deshmukh: I am unable to give a definite answer now. The establishment is in active pursuit.

Shri T. Subrahmanyam: What would be the staff required for this purpose?

Dr. P. S. Deshmukh: I have not got the details. The scheme will cost Rs. 3,22,000 non-recurring and about Rs. 2 lakhs annual recurring.

आदर्श फार्म

***१५५१. श्री बी० पी० सिंह :** क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का विचार है कि राज्य सरकारों को, आदर्श फार्मों की तरह निजी फार्मों के विकास को प्रोत्साहित करने के लिये, कोई वित्तीय सहायता दी जाय ; और

(ख) यदि हां, तो योजना का स्वरूप क्या है ?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) No, Sir.

(b) Does not arise.

श्री बी० पी० सिंह : क्या सरकार यह समझती हैं कि इस प्रकार के क्षेत्रों की स्थापना से किसानों का कृषि सम्बन्धी ज्ञान बढ़ाया जा सकेगा और उस से उन का उत्पादन बढ़ जायेगा ?

डा० पी० एस० देशमुख : मैं ने तो जवाब नहीं में दिया हैं, इस से मालूम होगा कि यह योजना हमारे पास नहीं हैं

THEFT OF CENTRAL RAILWAY CLAIMS FILES

***1552. Shri Gidwani:** Will the Minister of **Railways** be pleased to state:

(a) whether the attention of Government has been drawn to a news item on the 16th September, 1954 to the effect that hundreds of Central Railway files relating to claims in respect of lost goods have been stolen from the Railway Office recently;

(b) when these files were stolen;

(c) whether any inquiry has been instituted in the matter; and

(d) if so, with what result?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) Yes, Sir.

(b) About 40 to 50 gunny bags containing old records of the Central Railway were removed in an unauthorised manner on 30th August, 1954, but these gunny bags did not contain any claim files.

(c) Yes, Sir

(d) The inquiry is still in progress.

Shri Gidwani: What did the files contain?

Shri Shahnawaz Khan: The bags contained old records of the office of Financial Adviser and Chief Accounts Officer, Central Railway.

Shri Gidwani: May I know whether any railway employees were involved?

Shri Shahnawaz Khan: The case is being enquired into.

ACCIDENT IN UNION ANGARPATHRA COLLIERY

***1553. Shri T. B. Vittal Rao:** Will the Minister of **Labour** be pleased to state:

(a) whether any enquiry has been conducted into the accident which occurred on the 14th September, 1954 in the Union Angarpathra Colliery, Jharia, resulting in the death of three workers;

(b) if so, who conducted the enquiry and what are his findings;

(c) when this mine was last inspected; and

(d) whether it is a fact that the work at this particular coal face was stopped for more than three months because the workers refused to work as the roof condition at this particular coal face was bad and on the day of

the accident workers were forced to go there on threat of dismissal?

The Deputy Minister of Labour (Shri Abid Ali): (a) Yes.

(b) The enquiry was conducted by an Assistant Chief Inspector of Mines on the 14th and 15th September, 1954. His findings are that the accident was due to the contravention by the Management of certain sections of the Mines Act, 1952, and the Indian Coal Mines Regulations, 1926.

(c) The mine was last inspected on the 10th to 12th June, 1954.

(d) No. Work at this particular coal face was commenced only on the 2nd September, 1954, and two gangs of miners including the deceased were employed in that place without interruption alternately, day and night and the remaining gang of miners did not complain that they found the roof dangerous.

Shri T. B. Vittal Rao: I could not hear the answer to part (b) of the question.

Mr. Speaker: Will he please repeat the answer?

Shri Abid Ali: The management was held responsible.

Shri T. B. Vittal Rao. Do the Government propose to prosecute the manager?

Shri Abid Ali: Certainly; both the proprietor and also the manager.

DEVELOPMENT OF FISHERIES

***1554. Shri S. N. Das:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether the States are required to fulfil any conditions for obtaining grants or contributions for the development of fisheries in their respective areas; and

(b) if so, what are those conditions?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) Yes.

(b) A statement giving the information is laid on the Table. [*See* Appendix IX, annexure No. 5].

Shri S. N. Das: May I know the number of participating States?

Dr. P. S. Deshmukh: The total number is seventeen.

Shri S. N. Das: May I know whether the working of these schemes has been reviewed with a view to make them more attractive to the States?

Dr. P. S. Deshmukh: The work is reviewed from time to time.

Sardar A. S. Saigal: May I know what grants have been given to these States to popularise this?

Dr. P. S. Deshmukh: I have a list of all the grants and loans that have been made State-wise.

Shri S. N. Das: May I know the total amount so far spent by the Centre on these schemes?

Dr. P. S. Deshmukh: The total has not been made. I can say roughly that the expenditure sanctioned comes to about Rs. 13 lakhs.

Shri B. S. Murthy: May I know whether it is a fact that even after fulfilling the conditions, the Andhra State has not been granted the quota of grants promised?

Dr. P. S. Deshmukh: No State Government will be refused any loan or grant provided the scheme is on all fours with the Government requirements

Shri B. S. Murthy: My question has not been answered

Mr. Speaker: It has been answered. The hon. Member assumes that Andhra Government fulfilled the conditions and the grant was not given. The reply is that in no case where the conditions are fulfilled is a grant refused. He can see the answer. Next question.

TEA INDUSTRY

***1555. Shri K. P. Tripathi:** Will the Minister of **Labour** be pleased to state:

(a) whether it is a fact that the Minimum Wage Advisory Committee which sat in Bombay decided that the Minimum Wage in large scale industries was intended to be Rs. 2 per day or above; and

(b) if so, what steps, if any, are being taken to apply the same in the tea industry?

The Deputy Minister of Labour (Shri Abid Ali): (a) The Minimum Wages Central Advisory Board at its meeting held in Bombay recommended that a minimum wage of Rs. 1-2-0 to 2-0-0 for an adult worker for a normal working day should be fixed under the Minimum Wages Act, depending upon such area-wise and employment-wise classification of employments, on the basis of existing wage levels, as may be made by the appropriate Governments.

(b) The recommendation of the Board has been brought to the notice of the State Governments concerned, for their guidance.

Shri K. P. Tripathi: Is it the policy of the Government that in the large-scale industries at least, the wage level should be at least Rs. 2?

Shri Abid Ali: The wages in the tea industry are fixed according to the procedure laid down by the Act.

Shri K. P. Tripathi: May I know if it is a fact that the Tea industry is having the highest prosperity than it has ever had, and in that case, does the Government consider that it should take some initiative in order to bring the wage level to Rs. 2 which was agreed to as the minimum wage?

Shri Abid Ali: That is a suggestion for action.

Short Notice Question and Answer

EMPLOYEES OF PRESS TRUST OF INDIA

S.N.Q. No. 16. Shri D. C. Sharma: Will the Minister of **Labour** be pleased to state:

(a) whether it is a fact that the Federation of Press Trust of India Employees has called for the observance of a 'Demands Week' from 14th to 20th September, 1954, to protest against the refusal of the management to negotiate regular pay scales and allowances as required under the interim agreement signed between the management and the Federation in January, 1954;

(b) whether it is a fact that the General Council of the Federation has authorised a token strike of Press Trust of India employees; and

(c) if so, what steps Government propose to take to settle the dispute?

The Deputy Minister of Labour (Shri Abid Ali): (a) Yes.

(b) Government have no information.

(c) As the hon. Members are aware, the Industrial Disputes Act does not apply to working journalists. Even in the case of other persons employed in the newspaper industry, who come within the scope of the Act, the present position is that the State Government is the appropriate Government for this purpose. The Press Commission has recommended that working journalists should be brought under the Act and also that the responsibility for settling disputes in the newspaper industry should be that of the Union Government. These recommendations are under examination. In the meantime, I would most earnestly suggest that the P.T.I. management and their employees sit together and discuss all outstanding issues with a view to arriving at a settlement satisfactory to both the parties.

Shri D. C. Sharma: May I know if an assurance was given by Mr. Giri who was Minister of Labour, Government of India, that something will be done to include these journalists in the definition of "workmen"?

Shri Abid Ali: This particular question is under the active consideration of the Government, and we hope to arrive at a decision before the end of October.

Shri D. C. Sharma: May I know if the Government will take any steps to see that the management and the Federation are brought together and the dispute is settled, and if the Government will consider the interim agreement that was entered into by the management and the employees?

Shri Abid Ali: We shall be glad to be helpful if both the parties are prepared to accept our suggestion.

Shri Bhagwat Jha Azad *rose*—

Shri T. B. Vittal Rao: May I put one question?

Mr. Speaker: Mr. Azad.

Shri Bhagwat Jha Azad: The hon. Minister has suggested a conference between the employer and the employees. Are the Government aware that such an agreement was arrived at between the two and it has failed, and now the condition of the employees is so bad that this P.T.I. represents poverty, tyranny and injustice to the employees?

Mr. Speaker: Order, order.

Shri T. N. Singh: May I know whether there has already been a talk between the management or directors of the P.T.I. and the Minister of Information and Broadcasting in regard to this and that they have pleaded the question of their financial difficulties.

Shri Abid Ali *rose*—

Mr. Speaker: Order, order. I think questions may be asked for information from the Government and not for the purpose of giving information. It is well-known. Whatever the position may be, it is perhaps well-known to the Member.

Shri T. N. Singh *rose*—

Mr. Speaker: I am not allowing him.

Shri T. B. Vittal Rao: May I know when the Government propose to ratify the International Labour Organisation convention regarding salaries to employees so that these troubles may not arise and a machinery may be set up—because the convention was adopted some twenty years ago by the I.L.O.?

Shri Abid Ali: Information with regard to this has already been placed on the Table of the Sabha.

Some Hon. Members *rose*—

Mr. Speaker: I will now go to the ordinary business.

WRITTEN ANSWERS TO QUESTIONS

चाय बागान के मजदूर

***१५०९. सेठ गोविन्द दास :** क्या श्रम मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को मालूम है कि १९५३ से चाय के मूल्य बढ़ गये हैं ; और

(ख) यदि हां, तो चाय के मूल्यों में वृद्धि के फलस्वरूप चाय बागान के मजदूरों की वास्तविक आय में कितनी वृद्धि हुई है ?

The Deputy Minister of Labour (Shri Abid Ali): (a) Yes, Sir.

(b) Wage cuts imposed in 1953 on tea garden workers in Assam and West Bengal when the prices of tea fell have been fully restored. There has been no increase otherwise in wages on account of the recovery in tea prices.

COLLIERY LOCK-OUT, BIHAR

***1514. Shri T. B. Vittal Rao:** Will the Minister of **Labour** be pleased to state:

(a) whether it is a fact that the management of Pure Dhansar Colliery, Bihar, has declared a lock-out;

(b) if so, the reasons therefor;

(c) whether it is a fact that the management is trying to evict the workers from their quarters;

(d) whether it is a fact that the workers of this colliery have not so far been given any bonus since its inception; and

(e) the steps Government propose to take in the matter?

The Deputy Minister of Labour (Shri Abid Ali): (a) and (b). The Colliery was closed as a result of differences between the owners and due to financial difficulties. Such a closure does not amount to a "lock-out" under the Industrial Disputes Act, 1947.

(c) It is understood that the management has asked the workers to leave their quarters.

(d) and (e). A complaint regarding non-payment of bonus was received by the Chief Labour Commissioner. It appears that bonus is outstanding since 1949. A case under section 12 of the Coal Mines Provident Fund and Bonus Scheme Act, 1948, has been instituted in the Dhanbad Court against the management for failure to produce the records for inspection. The question of prosecution for non-payment of bonus will be examined when the position is verified from the records.

OCCUPATIONAL DISEASES

*1515. **Shri C. R. Chowdary:** Will the Minister of **Labour** be pleased to state:

(a) whether the Central Government have set up any machinery to study the occupational diseases; and

(b) if so, the amount spent on the study of such diseases so far?

The Deputy Minister of Labour (Shri Abid Ali): (a) and (b). There is no separate machinery for the exclusive purpose of studying occupational diseases. Such studies are, however, occasionally undertaken by the organisation of the Chief Adviser, Factories, the All India Institute of Hygiene and Public Health, Calcutta, and the Indian Council of Medical Research, in addition to their other functions. It is therefore not possible to work out separately the expenditure incurred on studies of occupational diseases.

ALL-INDIA TRADE UNION CONGRESS

*1517. **Shri H. N. Mukerjee:** Will the Minister of **Labour** be pleased to state:

(a) whether Government have received the Resolution passed at the 24th Session of the All-India Trade Union Congress held at Calcutta in May, 1954 protesting against the discrimination in issuing passports to the representatives of the All-India Trade Union Congress; and

(b) if so, what action has been taken in the matter?

The Deputy Minister of Labour (Shri Abid Ali): (a) Yes.

(b) No action was called for as no discrimination has been exercised.

PLANTATIONS LABOUR ACT

*1518. **Shri A. K. Gopalan:** Will the Minister of **Labour** be pleased to state:

(a) whether it is a fact that plantation owners in the country have been informed by Government that the Plantations Labour Act, 1951 can be implemented only gradually;

(b) whether any time limit has been fixed for the framing of Rules under the above Act by the State Governments; and

(c) if not, whether Government propose to do so?

The Deputy Minister of Labour (Shri Abid Ali): (a) No.

(b) and (c) No time limit has been fixed for the framing of rules by State Governments. Model Rules under the Act have been forwarded to them and they have been requested to issue their rules as early as possible.

EXTENSION TRAINING CENTRES

*1521. **Shri S. C. Samanta:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether a conference of the Principals of the Extension Training Centres was convened by the Indian Council of Agricultural Research in April, 1954;

(b) if so, the subjects discussed and the main decisions taken;

(c) what decisions were accepted; and

(d) whether the accepted decisions will be uniformly applied in all the States?

The Minister of Food and Agriculture (Shri Kidwai): (a) Yes.

(b) The conference was held to exchange and evaluate experience of the last one year in training of **Village Level Workers** with a view to make further improvements in the Training programme where necessary. A copy of the proceedings of the conference is placed in the Library of the House.

(c) Most of the recommendations concern the State Governments and these have accordingly been communicated to them for suitable action.

(d) As the implementation of the recommendations is the concern of the State Governments, uniformity in their application may not be possible.

राज्यों में आयुर्वेदिक, यूनानी और होमियोपैथिक दवाखाने

*१५२४. **श्री बादशाह गुप्त :** क्या **स्वास्थ्य** मंत्री यह बताने की कृपा करेंगी कि विभिन्न राज्यों में किसी सरकारी आयुर्वेदिक, यूनानी या होमियोपैथिक दवाखाने को केन्द्रीय सरकार से कोई वित्तीय सहायता मिल रही है ?

The Minister of Health (Rajkumari Amrit Kaur): No financial aid is given by the Centre to any kind of dispensary run by the State Government.

RAILWAY HONORARY MAGISTRATES

*1526. **Shri Muniswamy:** Will the Minister of **Railways** be pleased to state:

(a) what allowances are paid to the Railway Honorary Magistrates;

(b) the tenure of the present Railway Honorary Magistrates; and

(c) whether there is any proposal to fix the tenure of service for these Honorary Magistrates to improve efficiency?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) to (c). All the enquiries raised concern the State Governments, who appoint the Railway Honorary Magistrates. The terms and conditions of service of these magistrates are also laid down by State Governments. So far as Government are aware, these magistrates are employed on the Eastern, Southern, Central and Northern Railways and an allowance is paid only on the Southern and Eastern Railways, varying from Rs. 30 to Rs. 75 *per mensem*. They are appointed usually for a period of one or two years; subject to extensions. Government are not aware of any proposal for fixing a specific tenure of service for such magistrates generally.

SALES TAX ON TRACTORS

*1528. **Shri B. N. Misra:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether it is a fact that the Central Government have recommended to the State Governments to abolish Sales Tax on tractors and agricultural implements with a view to giving impetus to mechanised farming in the States; and

(b) if so, which of the States have responded to this proposal?

The Minister of Food and Agriculture (Shri Kidwai): (a) Yes, Sir.

(b) Delhi, Hyderabad, Tripura, Mysore, West Bengal, Himachal Pradesh, Manipur and Saurashtra.

NATIONAL HIGHWAYS IN MADHYA PRADESH

***1534. Shri N. A. Borkar:** Will the Minister of **Transport** be pelased to state:

(a) the names of the national highways that pass through the Madhya Pradesh State;

(b) whether it is a fact that some more roads are proposed to be taken over by the Government as national highways;

(c) if so, the names of those roads; and

(d) the amount that has been sanctioned during the year 1954-55 for the maintenance of National Highways in the Madhya Pradesh State, specifying the allotment for each road?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) A statement giving the required information is laid on the Table of the Sabha. [*See* Appendix IX, annexure No. 6.]

(b) No.

(c) Does not arise.

(d) Rs. 21.00 lakhs. Information regarding the amount earmarked for each road has not yet been received from the State Government.

रेलों में हिन्दी

***१५३६. श्री एम० एन० सिंह :** क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या विभागीय चुनाव की परीक्षाओं में हिन्दी भी एक विषय है ; और

(ख) यदि नहीं तो क्या सरकार का विचार है कि इस विषय को भी परीक्षा में सम्मिलित कर लिया जाय ?.

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Hindi is not included at present as a subject for the departmental selection examinations conducted by Railways.

(b) The question is under Government's consideration and any decision in this context will be taken for the Central Government employees as a whole.

STRIKE IN FOREIGN OWNED FIRMS AND PLANTATIONS

912. Shri A. K. Gopalan: Will the Minister of **Labour** be pleased to state:

(a) the number of strikes that took place in foreign owned firms and plantations in India during the period from January to June 1954;

(b) what were the reasons for these strikes and what were their results; and

(c) the total number of employees affected and the work-days lost as a result of these strikes?

The Deputy Minister of Labour (Shri Abid Ali): (a) to (c). Statistics of work stoppages in foreign-owned firms and plantations are not available separately.

TELEGRAPH FACILITIES FOR RAJASTHAN TEHSIL HEADQUARTERS

913. Shri Karni Singhji: Will the Minister of **Communications** be pleased to refer to the answer to unstarred question No. 118 asked on the 5th March 1954 and state:

(a) whether there is any proposal to extend telegraph facilities to any of these 95 Tehsil Headquarters in Rajasthan; and

(b) if so, where?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) Of the 95 Tehsil Headquarters four have been provided with telegarph facilities. In addition, sanction for provision of telegraph facilities to 38 more places has been issued. Proposals for extension of facilities to the remaining places are under examination.

(b) The offices opened are Baswa, Khandar Bilara and Sikrai.

The offices sanctioned are Pindwara, Nawai, Talera, Bari Sadri, Chaksu, Phagi, Todaraisingh, Patan, Jahazpur, Badnor, Rajaji Ka Karera, Mandrail, Siwana, Mandal, Rajkhera, Newa, Raipur, Chipa Barod, Lunkaransar, Sangod, Asind, Amet, Hindoli, Pachpahar, Itawa, Kanawas, Thanagazi, Bairath, Baseri, Weir Dilgod, Atru, Manoharthana, Aspur, Nadoti, Bamanwas, Taranagar Reni, Pachpadra City.

QUARTERS FOR R. M. S. STAFF

914. Shri Ramananda Das: Will the Minister of **Communications** be pleased to state:

(a) whether it is a fact that residential quarters are proposed to be built at Sakrigalighat, Maniharighat and Siliguri for R.M.S. Staff; and

(b) if so, the approximate time when the construction of quarters is expected to start?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) and (b). The question of construction of residential quarters for the R.M.S. staff at Maniharighat has already been taken up with the Railway authorities and the proposal is under examination. Every effort will be made to expedite the work.

The residential quarters recently constructed at Sakrigalighat have not yet been made over to this Department by the Railways. The Railway authorities have been requested to hand over vacant possession of the same to this Department as quickly as possible and the matter is being vigorously pursued.

As regards Siliguri, the question of acquisition of a site is under negotiation and the matter is being actively pursued. The construction of quarters will be expedited as soon as the site is acquired.

HOWRAH RAILWAY MAIL SERVICE

915. Shri Ramananda Das: Will the Minister of **Communications** be pleased to state:

(a) whether it is a fact that the building at Howrah where the Railway Mail Service was housed, was vacated by that department in February, 1951, with a view to constructing a new building there, but its construction has not yet started; and

(b) if so, the reason therefor?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) Yes. The building was, however, vacated in January, 1952, and not in February, 1951.

(b) While the plans for this building were under examination, the B.P.O. Mechanisation team had recommended some modifications, with a view to provide mechanised arrangements. The plans had, therefore, to be further amended and were approved in December, 1953. The revised estimate is now under scrutiny and steps are being taken to issue sanction to the project expeditiously.

बाढ़ पीड़ितों को सहायता

९१६. ठाकुर युगल किशोर सिंह: क्या **रेलवे** मंत्री यह बताने की कृपा करेंगे कि:

(क) बाढ़ पीड़ित रेलवे कर्मचारियों को सरकार ने किस प्रकार की सहायता देने का निश्चय किया है; और

(ख) ऐसे कर्मचारियों को सहायता देने का निश्चय कहां तक कार्यान्वित किया गया है ?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) and (b). The Railway Staff affected by the recent floods on the North Eastern Railway have been granted advance of three months' pay recoverable in 36 monthly instalments. The temporary staff who are not able to produce sureties from permanent employees have been granted an advance of a month's pay and an advance upto two months' pay from their Provident Fund accumulations: the entire advance being recoverable in 36 instalments. Instructions were issued to the North Eastern Railway Administration to ensure provision of adequate and timely medical, ration and other facilities to the railway staff who are affected by the floods. The Railway Administration have taken prompt action in giving relief to the affected staff by sending out to the area

(a) the Welfare Officer with a team of Headquarters Welfare Inspectors;

(b) A Senior and an Assistant Accounts Officer with his team of men and sufficient imprest cash; and

(c) a grainshop officer with sufficient stocks of food.

The Railway Administration's medical officers have taken timely action to provide medical relief to the affected staff. In addition to the medical aid already available in the established centres two mobile dispensaries with adequate stock of medicines and drugs have been detailed for this work. In certain areas medicines and rations had to be air-lifted and the Railway Administration is continuing to do its best in these most difficult circumstances.

बाढ़ पीड़ितों को सहायता

९१७. ठाकुर युगल किशोर सिंह : क्या **संचार** मंत्री यह बताने की कृपा करेंगे कि:

(क) संचार मंत्रालय के बाढ़ पीड़ित कर्मचारियों को सरकार ने किस प्रकार की सहायता देने का निश्चय किया है; और

(ख) ऐसे कर्मचारियों को सहायता देने का निश्चय कहां तक कार्यान्वित किया गया है ?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) and (b). In the Posts and Telegraph Department the Heads of Bihar, Bengal and Assam Circles have been authorised to sanction an interest-free advance not exceeding three months' pay or Rs. 500/-, whichever is less, to any member of their staff, (extra-departmental agents are not deemed to be members of staff as such) who have suffered material hardship owing to recent floods. In addition to this, they have been authorised to sanction an interest-free advance upto Rs. 50/- to the Railway Mail Service staff, who while on duty have been stranded at outstations on account of floods in those areas. The orders were issued on the 17th August, 1954, and shall remain in force for a period of two months from the date of issue. Information regarding the number of cases in which relief has been granted is not readily available at present.

No request, for the grant of any relief, has so far been received, by the Ministry of Communications from the employees of its other attached and subordinate offices stationed in the flood-affected areas.

LAND REFORMS UNDER FIVE YEAR PLAN

918. Shri C. R. Chowdary: Will the Minister of **Food and Agriculture** be pleased to state:

(a) the number of tenants that have secured ownership rights as a result of the land reform laws passed by the States under the Land Reforms Schemes as envisaged in the First Five Year Plan;

(b) the number of tenants that have failed to purchase their holdings for want of finance;

(c) the names of the States, if any, that have arranged for the financing of land purchases; and

(d) the steps that Government have taken to help the tenants to become the owner of the land by purchase?

The Minister of Food and Agriculture (Shri Kidwai): (a) to (d). The information is not available and is being collected. It will be placed on the Table of the House when received.

ट्रैक्टर

९१९. **सेठ गोविन्द दास :** क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) १९४९ से १९५४ तक ट्रैक्टरों और अन्य औजारों और उन की मरम्मत आदि पर, इस सम्बन्ध में की गई जांच के अनुसार, कितना अपव्यय हुआ ;

(ख) पिछले चार वर्षों में इनके क्रय-विक्रय और मरम्मत आदि के सम्बन्ध में कितनी बार जांच की गई ; और

(ग) क्या कर्तव्य की अवहेलना करने वाले व्यक्तियों को दण्ड दिया गया ?

The Minister of Food and Agriculture (Shri Kidwai): (a) to (c). The working of the Central Tractor Organisation with reference to its purchases, sales, repairs etc. has been enquired into by the Estimates Committee and the Land Reclamation (Zaidi) Committee. Both these Committees have pointed out certain infructuous expenditure incurred by C.T.O. and the Estimates Committee has recommended that the responsibility for the same be fixed. Their proposals are at present under the consideration of Government. It is expected that final decisions will be taken in the course of the next few weeks. It is proposed to place on the Table of the House a detailed statement of the action taken or proposed to be taken.

ट्रैक्टरों का आयात

९२०. **सेठ गोविन्द दास :** क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) १९५४ में अब तक विदेशों से कितने ट्रैक्टर मंगाये गये और उन का मूल्य कितना था ; और

(ख) उन पर कितना आयात शुल्क लिया गया ?

The Minister of Food and Agriculture (Shri Kidwai): (a) The information is as under:—

Period	Number	Value
Jan.-March, 1954	472	Rs. 31,53,011
Apr.-June, 1954	586	Rs. 45,26,069
July-Sep., 1954		Information is not available yet, as it is furnished quarterly

(b) Agricultural tractors are exempt from import duty.

PUNCTUAL RUNNING OF TRAINS

921. **Shri Jhulan Sinha:** Will the Minister of **Railways** be pleased to state what improvement has taken place in respect of punctual running of trains on the Chupra-Savan *via* Mashrak and Lucknow-Kathiar Sections of the North Eastern Railway and of the general over-crowding of passengers?

The Deputy Minister of Railways and Transport (Shri Alagesan): On the Chupra-Savan *via* Mashark section the percentage of trains not losing time to total number of trains run has improved from 28·3 in April, 1954, to 59·2 in August, 1954, and on the Lucknow-Katihar section from 61·3 in May, 1954, to 79·6 in August, 1954.

There is normally no over-crowding on the Chupra-Savan *via* Mashrak section except in trains Nos. 405 Up and 408 Dn. between Chupra Katchery and Mashrak on Saturdays which are market days. The feasibility of augmenting the load of these trains on Saturdays is under consideration On the Lucknow-Katihar section there is some over-crowding. It is, however, not yet feasible to introduce additional trains on this section due to the non-availability of coaching stock and locomotives. However, during busy periods like *melas* and marriage seasons, trains are strengthened as necessary, with additional Third-class bogies.

INTERNATIONAL WHEAT AGREEMENT

922. **Shri K. P. Sinha:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) the total quantity of wheat purchased by India under the International Wheat Agreement from July, 1953 to June, 1954 as against the quantity agreed to; and

(b) the quantity of wheat produced in the country during the last harvesting Season?

The Minister of Food and Agriculture (Shri Kidwai): (a) About 72,000 metric tons as against the quota of one million metric tons during the annual year which was from 1st August, 1953, to 31st July, 1954.

(b) The quantity of wheat produced in the country during the last harvesting season is estimated to be 77,92,000 tons.

BUSES

923. **Ch. Raghubir Singh:** Will the Minister of **Transport** be pleased to state:

(a) the amount provided for the purchase of new diesel buses for Delhi Road Transport Authority in 1953-54; and

(b) what are the names of the firms from which these buses were purchased?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Rs. 35 lakhs for the purchase of seventy heavy-duty diesel-engined buses.

(b) Messrs. Mahindra and Mahindra Ltd., Bombay (35 chassis).

Messrs. Ashok Motors Ltd., Madras, (30 chassis).

Messrs. Aktiebolaget Scania-Vabis, Sweden (5 chassis).

LOSS SUFFERED BY C. T. O.

924. **Shri Bahadur Singh:** Will the Minister of **Food and Agriculture** be pleased to state the loss suffered by the Central Tractor Organisation during 1953-54?

The Minister of Food and Agriculture (Shri Kidwai): The final figures for the year 1953-54 will not be available for some time. It is, however, estimated that C.T.O. will earn a profit of about Rs. 15 lakhs during that year.

APPOINTMENTS ON THE SOUTHERN RAILWAY

925. **Shri Thimmaiah:** Will the Minister of **Railways** be pleased to state:

(a) the number of appointments made by the Southern Railways Commission in the year 1953;

(b) the number of posts reserved for the Scheduled Castes and the Scheduled Tribes; and

(c) the number out of them that was actually filled in by the Scheduled Castes and the Scheduled Tribes candidates?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Presumably, the total number of vacancies filled on the Southern Railway through the Railway Service Commission, Madras is meant. If so the number is 1,815.

(b)	Scheduled Castes.	= 248.
	Scheduled Tribes.	= 45.
(c)	Scheduled Castes.	= 279.
	Scheduled Tribes.	= 12.

THEFTS ON NORTH EASTERN RAILWAY

926. **Pandit D. N. Tiwary:** Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that within the last three months (from May to July) incidents of dacoities and thefts in station yards and running trains on the North Eastern Railway have increased;

(b) the number of dacoities and thefts committed within the last three months on the North Eastern Railway; and

(c) the estimated loss of public and Railway property?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Yes, there has been some increase.

(b) Dacoities—2.

Thefts—229.

(c) Estimated loss of public property Rs. 88,000/-.

Estimated loss of Railway property Rs. 4,000/-.

FAMILY PLANNING CENTRES

927. Shri N. Rachiah: Will the Minister of **Health** be pleased to state the progress made so far by the Family Planning Centres that were opened during the year 1953-54?

The Minister of Health (Rajkumari Amrit Kaur): Information is being collected and will be laid on the Table of the House in due course.

SUGAR PRODUCTION

928. Shri Bibhuti Mishra: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether any practical steps have been taken to increase sugar production in the country; and

(b) if so, what they are?

The Minister of Food and Agriculture (Shri Kidwai): (a) and (b). With a view to increasing the production of sugar, it has been decided to increase the installed capacity of the industry by allowing substantial expansions of the existing plants and by setting up new sugar factories so that the Industry could produce 4·5 lakh tons more sugar per year. Further, unfavourably-situated sugar factories are being induced to shift to more suitable sites.

Measures are also being taken to step up simultaneously production of sugarcane. Sugarcane Development Schemes are in operation in important sugar-producing States, and recently the Government had initiated a campaign for intensive application of fertilisers to the Standing crop in North India with the object of increasing the per-acre yield.

मध्यप्रदेश में मुख्य ग्राम केन्द्र

९२९. श्री जांगड़े : क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) मध्य प्रदेश में कितने मुख्य ग्राम केन्द्र, गोशालाएं और पशुपालन केन्द्र स्थापित किये गये हैं ;

(ख) वे किन किन स्थानों पर खोले गये हैं ;

(ग) वे कब खोले गये हैं ; और

(घ) इन केन्द्रों से १९५३-५४ में कितने पशुओं को लाभ पहुंचा ?

The Minister of Food and Agriculture (Shri Kidwai): (a) to (d). Under the All-India Key Village Scheme the establishment of eight artificial insemination centres with 32 Key Villages has been sanctioned in Madhya Pradesh. These centres will start functioning in October, 1954. The State Government itself has, independently of the All-India Scheme, opened ninety Key Villages, two Artificial Insemination Centres and six Cattle Breeding Centres. Details thereof are given in the attached statement. [*See* Appendix IX, annexure No. 7.]

रेल शताब्दी प्रदर्शनी

९३०. श्री जांगड़े : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) दिल्ली में जो रेलवे शताब्दी प्रदर्शनी हुई उस पर और उस प्रदर्शनी की गाड़ियों के चलाने पर जो खर्च हुआ उस के अन्तिम आंकड़े क्या हैं ;

(ख) प्रदर्शनी के टिकटों की बिक्री से कुल कितनी आय हुई ;

(ग) कितने व्यक्तियों ने दिल्ली में यह प्रदर्शनी देखी ; और

(घ) कितने लोगों ने अन्य स्थानों में शताब्दी प्रदर्शनी गाड़ियां देखीं ?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Rs. 37,62,962/- for both the Centenary Exhibition at Delhi and Exhibition Trains upto 31st July, 1954.

(b) From Centenary Exhibition at Delhi Rs. 2,02,860/-. From Exhibition Trains Rs. 5,52,101/12/9.

(c) 8,11,440.

(d) 25,24,560 (upto 31st August, 1954.)

Ceiling on Land Holdings

931. **Dr. Ram Subhag Singh:**
Shri C. R. Chowdary:

Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether it is a fact that some of the State Governments have taken a decision in regard to fixing a ceiling on land holdings per family in their States;

(b) if so, the names of those States; and

(c) the ceilings fixed by those States?

The Minister of Food and Agriculture (Shri Kidwai): (a) to (c). A statement is placed on the Table of the Lok Sabha. [*See* Appendix IX, annexure No. 8.]

Darbhanga Railway Station

932. **Shri S. N. Das:** Will the Minister of **Railways** be pleased to state:

(a) the improvements that have been carried out at the Darbhanga Station of the North Eastern Railway after the 15th August, 1947; and

(b) what other improvements for passenger and staff amenities and safety measures are proposed to be undertaken during the First Five Year Plan at the above station?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) A list of improvements carried out at Darbhanga Station after 15th August, 1947, is enclosed. [*See* Appendix IX, annexure No. 9.]

(b) The following improvements are proposed to be undertaken at the station during the First Five Year Plan period:—

(i) Covering over the main passenger platform.

(ii) Provision of over-head watering arrangements.

(iii) Provision of a sanitary store room.

(iv) Provision of a Parcel Office.

(v) Provision of 8 units 'A' type quarters (2 rooms).

(vi) Complete signalling and interlocking of the station yard for greater safety in operation.

(vii) Provision of requisite number of electric lights in the platform shelter at Darbhanga, approach road lighting, lighting of roads in the staff colony.

(viii) Remodelling the electrical works at this station with a view to provide better lighting in the Station building, platform, waiting halls, Loco Shed and to electrify all eligible staff quarters.

Medical Students

933. **Shri S. N. Das:** Will the Minister of **Health** be pleased to state:

(a) whether any new minimum standards of equipment, facilities and accommodation for training of students admitted to the various Medical Colleges have been approved by the Indian Medical Council; and

(b) if so, the important changes that are proposed to be made?

The Minister of Health (Rajkumari Amrit Kaur): (a) and (b). The matter is still under the consideration of the Medical Council of India.

हैलीकोप्टर विमान

९३४. श्री भक्त दर्शन : क्या संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) भारतीय उड्डयन विशेषज्ञों ने पर्वतीय इलाकों में हैलीकोप्टर का प्रयोग करने के बारे में अब तक कौन कौन से परीक्षण किये हैं ; और

(ख) हैलीकोप्टरों के सर्वसाधारण द्वारा प्रयोग के सम्बन्ध में क्या प्रगति हुई है ?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) No experiments have so far been made for the use of Helicopters for civil air transport purpose in hilly tracts. Indian Air Force have carried out certain initial trials with helicopters acquired by them. These trials were for the purpose of determining the operating capabilities and limitations of this type of aircraft under varying climatic and topographical conditions obtaining in the Delhi area. Preliminary work for advanced operational trials in hilly regions is in hand.

(b) Indian Airlines who are operating scheduled services in the country do not, at present, propose to introduce helicopters for public air transport. The Bombay Government have imported one helicopter for their use and a few helicopters have been imported by an Oil Company in connection with their survey work. It is understood that a few helicopters of that Oil Company were engaged by the Assam Government for flood relief work.

INCREASED POSTAL RATES

935. Shri M. L. Dwivedi: Will the Minister of **Communications** be pleased to state:

(a) the additional net income which the Government of India have been able to make as a result of the increase in the rates of **(i) book-post, (ii)** parcel-post, and **(iii) registration in the year ending 31st March 1954;**

(b) whether there has been any reduction in the export of books and other publications in the year 1953-54;

(c) whether Government will lay on the Table of the House a statement showing export of books and other publications to foreign countries in the years 1950-51, 1951-52, 1952-53, and 1953-54; and

(d) whether the loss so caused is offset by the income?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) Separate accounts of revenue derived from any particular category of postal traffic are not maintained. Based on a fortnight's count of the traffic in the two years, the additional income during 1953-54 works out roughly as follows:—

(i) Book, pattern and sample packets	Rs. 74 lakhs.
(ii) Parcels	Rs. 69 lakhs.
(iii) Registration fee	Rs. 70 lakhs.

(b) to (d). The reference is apparently to books sent through the post to foreign countries. Statistics of such traffic are not maintained as considerable time and labour are involved in their collection.

TELEPHONE EXCHANGE IN BHATAPARA TOWN

936. Shri B. N. Misra: Will the Minister of **Communications** be pleased to state:

(a) the approximate time when the Telephonic Exchange will begin functioning at Bhatapara Town; and

(b) the total amount of revenue collected by Government by way of Trunk call charges from Bhatapara Public Call Office during the year 1953 and upto the 31st July 1954?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) November, 1954.

(b) During the year 1953 ...	Rs. 8,779/8/-.
Upto 31st July, 1954. in 1954.	Rs. 4,554/3/-.

DEFECTIVE EARTH-WORK OF RAILWAY LINE NEAR RAIPUR

937. **Shri B. N. Misra:** Will the Minister of **Railways** be pleased to state:

(a) whether any representation was received by Government some time ago to the effect that the irrigation water channel which crosses the Raipur-Vizaganagarm Railway line (E. Rly) near Raipur has been completely locked due to some breach in the earth work of the Railway lines above the channel;

(b) whether Government are aware of the fact that due to this about 111 acres of Labhandi Village rice fields cannot be irrigated; and

(c) if so, the reasons why this defect has not been removed so far?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Yes, Sir. A representation was received regarding the choking of one 9" diameter pipe near Raipur but on investigation it was found working properly and what the people wanted was a bigger opening.

(b) No, Sir.

(c) Plan and estimate for a bigger opening has been prepared and sent to the civil authorities. The work will be taken in hand on receipt of their acceptance to the estimate.

SHEEP BREEDING CENTRE

938. **Shri Viswanatha Reddy:** Will the Minister of **Food and Agriculture** be pleased to refer to the reply to unstarred question No. 258 asked on the 6th September, 1954 and state the names of the places where the Sheep Breeding Centres for the production of pedigree sheep yielding finer quality of wool are located?

The Minister of Food and Agriculture (Shri Kidwai): The Centres are located as follows:—

1. Pipalkoti (U.P. hills).
2. Banihal (Jammu and Kashmir State).

3. Himachal Pradesh (Site under selection).
4. Jaipur (Rajasthan).
5. Joria (Bombay State).
6. Poona (Bombay State).
7. Ootacamund in the Nilgiris (Madras State).
8. Mysore (Site to be selected).
9. Gaya (Bihar).
10. Darjeeling (West Bengal)—under consideration.

MAJOR PORTS

939. **Mulla Abdullabhai:** Will the Minister of **Transport** be pleased to state:

(a) the main projects included in the Five Year Plan with regard to the major Ports of Calcutta, Bombay, Madras and Cochin for the years 1953-54 and 1954-55;

(b) the extent of work executed so far; and

(c) the amount spent so far on these projects during the above period?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) to (c). A statement giving information as to the estimated cost of the various projects during the Plan period 1951-56, the expenditure incurred on each up to the end of July, 1954, and the progress of works up to date is laid on the Table of the House. [*See* Appendix IX, annexure No. 10.]

UPPER DIVISION CLERKS IN TELEPHONE SECTION

940. **Shri B. N. Misra:** Will the Minister of **Communications** be pleased to state:

(a) whether it is a fact that the Director General, Posts and Telegraphs reorganised the cadre of the Upper Division Clerks in the Circle and Administrative Telephone offices in the year 1952;

(b) if so, the basis on which this reorganisation scheme has been introduced; and

(c) the names of the Circles and Administrative Offices in India, where this scheme has not been introduced so far and the reasons therefor?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) Yes.

(b) The reorganisation has been introduced on the basis of the recommendations of the Central Pay Commission with a view to improving the efficiency of these Offices.

(c) The scheme has not been introduced so far in the following Offices as some administrative points are under consideration:—

1. Chief Controller of Telegraph Stores, Calcutta.
2. District Manager of Telephones, New Delhi.

RAYAGADA RAILWAY STATION

941. Shri Sanganna: Will the Minister of **Railways** be pleased to refer to the reply to unstarred question No. 256 asked on the 6th September, 1954, regarding supply of water to the Rayagada Railway Station from the Kiajholla Project and state:

(a) whether the existing water supply system will be abandoned;

(b) whether Government are aware that due to frequent breakdown of the existing system, the inmates of the colony are put to great inconvenience; and

(c) if so, the steps taken to improve the water supply till the Kiajholla Project is commissioned?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) The existing system will be abandoned when the Kiajholla scheme is put into commission.

(b) and (c) All break-down in water supply system cause a certain amount of inconvenience. Satisfactory arrangements have been made to maintain the existing pumping arrangement in working order and to repair and bring the same into commission with as little delay as possible in case of a break-down.

NEW RAILWAY LINES IN SANTAL PARGANAS

942. Shri Bhagwat Jha Azad: Will the Minister of **Railways** be pleased to state:

(a) the action that has been taken for the opening of new railway lines in the district of Santal Paraganas in Bihar; and

(b) whether any preliminary survey has been carried out?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Proposals for new railway lines in Santal Parganas will be considered at the time of selecting new lines, the construction of which is to be undertaken in the Second Five Year Plan period.

(b) Does not arise.

AIR MAIL

943. Shri K. C. Sodhia: Will the Minister of **Communications** be pleased to state:

(a) the total amount actually paid by Posts and Telegraphs Department to Air Mail carriers during 1953-54; and

(b) the amount out of this that was paid to (i) the departmental Airways; (ii) other Indian Air lines and (iii) the foreign Air lines?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) Rs. 1,71,16,901.

(b) (i) Rs. 91,40,639.

(ii) Rs. 28,07,858.

(iii) Rs. 51,68,404.

रेलगाड़ियों में रुकावट

१४४. **श्री रघुनाथ सिंह** : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि चालू वर्ष में छात्रों ने कितने स्थानों पर रेलगाड़ियां रोकीं और रेलवे सम्पत्ति को हानि पहुंचाई ?

The Deputy Minister of Railways and Transport (Shri Alagesan): Number of places where trains were stopped... ... ... 199.

Number of places where railway property was damaged by stopping trains... ... ... 1.

पूर्वी रेलवे के स्टेशनों पर बिजली लगाना

१४५. **श्री चांडक** : क्या रेलवे मंत्री यह बताने की कृपा करेंगे :

(क) क्या पूर्वी रेलवे की नागपुर-छिंदवाड़ा लाइन के सावनेर सौंसर और केलोद स्टेशनों पर बिजली लगाने की सरकार की कोई योजना है ; और

(ख) यदि हां, तो इस के कब कार्यान्वित होने की सम्भावना है ?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) and (b). Saoner and Sausar Stations have been programmed for electrification during 1954-55.

There is no proposal to electrify Kelod station at present.

EMPLOYMENT EXCHANGES

946. Mulla Abdullabhai: Will the Minister of Labour be pleased to state:

(a) under whose control the Employment Exchanges come; and

(b) how their expenditure is met?

The Deputy Minister of Labour (Shri Abid Ali): (a) The Central Government.

(b) The expenditure incurred on the Exchanges is shared between the Central and the State Government concerned in the ratio of 60:40.

COMMUNICATIONS IN KUTCH

947. Shri Dholakia: Will the Minister of **Communications** be pleased to state:

(a) whether Government propose to connect the important centres on the border of Kutch by telephones and telegraphs with Bhuj in view of the constant raids and dacoities committed in that area; and

(b) whether any representation has been received in this connection either from the Government of Kutch or from any other source?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) Yes. It is proposed to connect certain border stations by telegraphs to general telegraph network. There are no proposals to connect any border station to the telephone network at present.

(b) Yes. Representation was received from Kutch Government. The matter was discussed and the Kutch Government are satisfied with the existing and proposed facilities.

SCAVENGERS' LIVING CONDITIONS ENQUIRY COMMITTEE

947-A. Shri Ram Dhani Das: Will the Minister of **Health** be pleased to state:

(a) Whether Government would lay on the Table of the House a copy of the "Report of the Scavengers' Living Conditions Enquiry Committee" presided over by Shri Kaka Saheb Darve of Dhulia; and

(b) the names of States where the local bodies have already begun working according to the recommendations made in the report?

The Minister of Health (Rajkumari Amrit Kaur): (a) Government of India have no information regarding the Committee.

(b) Does not arise.

ALTERNATIVE RAILWAY LINE FOR ASSAM

948. Shri Amjad Ali: Will the Minister of **Railways** be pleased to state:

(a) whether an alternative railway line from Alipur Duars to Siliguri *via* Falakata-Dhupguri, Maynaguri, Domohoni and Delacoba for maintaining uninterrupted communication between Assam and the rest of India has been suggested to the Union Government by the State Government of Assam in a note; and

(b) whether the same note has also suggested building of a wagon ferry at Sakragali-Manihari Ghat to eliminate delay and damage to goods across?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) No, Sir.

(b) Does not arise.

T. B. DISEASE

949. Shri Gidwani: Will the Minister of **Health** be pleased to state:

(a) whether it is a fact that five lakh beds are needed for hospitals for Tuberculosis cases as stated by Dr. P. V. Benjimin, Adviser on Tuberculosis to the Government of India while addressing a meeting of Rotary Club on the 9th September, 1954;

(b) whether Government have appointed a Special Committee for suggesting measures to the Planning Commission for reducing the incidence of the T. B. disease in the country in the next five years; and

(c) if the reply to part (b) above be in the affirmative, the measures suggested in this regard?

The Minister of Health (Rajkumari Amrit Kaur): (a) It has been estimated that about five lakh beds would be needed for tuberculosis patients.

(b) No; but the Standing Technical Committee of the Tuberculosis Association of India have recommended certain anti-Tuberculosis Schemes for implementation during the next Five Year Plan.

(c) The Committee have recommended the expansion and intensification of the following Schemes:—

(i) B.C.G. Vaccination Programme;

(ii) Establishment of T.B. Clinics and Domiciliary Service;

(iii) Establishment of Teaching and Demonstration Centres;

(iv) Provision of Isolation Hospitals and Treatment;

(v) After-care and rehabilitation of *ex*-T.B. patients; and

(vi) Research.

SUGAR FACTORIES

950. Shri H. S. Prasad: Will the Minister of **Food and Agriculture** be pleased to state whether Government have made any survey of sites in the country suitable either for establishing new sugar factories or for shifting old factories from other places to those sites?

The Minister of Food and Agriculture (Shri Kidwai): Yes, as and when necessary. The Government have received a number of applications for the establishment of new sugar factories and for shifting of unsuitably-located factories to better sites and before granting necessary licenses, a survey of the area concerned is made by an Expert Committee appointed to examine such applications.

CHIKNA HALT

951. Shri L. N. Mishra: Will the Minister of **Railways** be pleased to state:

(a) whether there is any proposal to convert 'Chikna Halt' between Ghoghardika and Tamuria Stations of North Eastern Railway into a flag station; and

(b) if so, by what time the conversion would take place?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) and (b). A proposal whether it is necessary to convert this halt into a flag station on grounds of passenger amenity is at present under examination.

BALWABAZAR AND BIRPORE TELEGRAPH OFFICES

952. Shri L. N. Mishra: Will the Minister of **Communications** be pleased to state:

(a) by what time the telegraph offices at Balwabazar and Birpore (Saharsa District of Bihar) are expected to start functioning;

(b) whether it is a fact that work to open the said offices is behind schedule; and

(c) if so, the reason therefor?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) It is expected that the office will start functioning by the end of the current financial year.

(b) No.

(c) Does not arise.

TELEGRAPH OFFICES IN DARBHANGA DISTRICT

953. Shri L. N. Mishra: Will the Minister of **Communications** be pleased to state:

(a) whether there is proposal to provide telegraph offices at certain places in the district of Darbhanga (Bihar);

(b) if so, the names of places where they would be located; and

(c) by what time each is expected to start functioning?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) Yes.

(b) and (c). A statement is placed on the Table of the House. [*See* Appendix IX, annexure No. 11].

EXTRA DEPARTMENTAL POSTMASTERS

954. Shri L. N. Mishra: Will the Minister of **Communications** be pleased to state:

(a) whether it is a fact that Extra-Departmental Postmasters, who have to work for the telegraph offices attached to the Extra Departmental post offices, are not paid any remuneration for the additional work done; and

(b) if so, the reason therefor?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) Their remuneration is fixed on the basis of the total volume of work in both post and telegraph branches of the combined offices.

(b) Does not arise.

ADDITIONAL ALLOWANCE FOR THE E. D. POSTMASTERS

955. Shri L. N. Mishra: Will the Minister of **Communications** be pleased to state:

(a) whether it is a fact that extra-departmental Postmasters are entitled to get some additional allowance if the pressure of work increases;

(b) if so, the conditions for granting such allowance; and

(c) whether it is a fact that abnormal delay is caused in disposing of cases of grant of such allowances to the extra-departmental Postmasters?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) Yes.

(b) A statement is placed on the Table of the House. [*See* Appendix IX, annexure No. 12].

(c) No.

RAILWAY LINES IN MADHYA PRADESH

956. Shri N. A. Borkar: Will the Minister of **Railways** be pleased to state:

(a) whether Government propose to link Ramtek town in Madhya Pradesh by a Railway line;

(b) if the reply to part (a) above be in the affirmative, when the construction work is likely to be undertaken;

(c) the estimated cost of construction of the proposed line; and

(d) when the construction of the proposed line is expected to be completed?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) No, Sir.

(b) to (d). Do not arise.

GROUND-NUT CROP RESEARCH

957. **Shri Buchhikotaiah:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether it is a fact that Tindivanam Agricultural Research Association has developed nine varieties of ground-nut crop in the Madras State;

(b) if so, the utility of these varieties to the agriculturists; and

(c) how far these varieties will be useful in the various parts of the country?

The Minister of Food and Agriculture (Shri Kidwai): (a) Nine new crosses between high yielding pure lines of ground-nut from Mauritius and T.M.V.I. (Tindivanam) strain have been effected at the Agricultural Research Station (Not Association), Tindivanam.

(b) The trials are in the laboratory stage.

(c) Does not arise.

FINANCIAL AID TO ORISSA (LAND HOLDINGS)

957-A. **Shri Niranjan Jena:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether the Government of Orissa have asked for any financial aid from the Central Government in connection with the survey of economic land holdings in the State; and

(b) if so, the decision of the Central Government on their request?

The Minister of Food and Agriculture (Shri Kidwai): (a) The Government of Orissa asked for Rs. 8,96,000 as aid from the Government of India to meet the cost of Census of land Holding and Cultivation.

(b) The Government of India have requested the Orissa Government to re-examine their estimates and have made suggestions, which if accepted will reduce the cost substantially. They have also requested the State Government to meet the cost from their own budget.

विन्ध्य प्रदेश में आउट एजेंन्सियां

१५८. **श्री आर० एस० तिवारी :** क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि:

(क) विन्ध्य प्रदेश में कितनी आउट एजेंन्सियां खोलने का विचार है; और

(ख) छतरपुर की एजेंसी कब तक खुलेगी ?

The Deputy Minister of Railways and Transport (Shri Alagesan) : (a) and (b). The question of opening out-agencies at three places including Chhatarpur in Vindhya Pradesh is under examination.

रियायती टिकट

१५९. **श्री आर० एस० तिवारी :** क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार का विचार है कि दशहरा जैसे विशेष अवसरों पर वापसी टिकट जारी किये जायें जैसा कि १९४२ से पहले किया जाता था ; और

(ख) यदि हां, तो किस तिथि तक आवश्यक प्रबन्ध कर लिया जायगा ?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Not yet.

(b) Does not arise.

रेलवे रेस्तोरांट (उपाहार गृह)

९६०. ठाकुर युगल किशोर सिंह : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रेलों के उपाहारगृहों को आदेश दिया गया है कि सब्जियां बनाने के लिये डालडा का प्रयोग करें ; और

(ख) क्या यह सच है कि इस कारण इन उपाहार गृहों में शुद्ध घी मिलना असम्भव हो गया है ?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) No. There is, however, no objection to the use of Dalda or any other Hydrogenated Oil as a cooking medium in catering establishments on Railways after exhibiting a notice to this effect.

(b) Does not arise in view of reply to (a) above.

TEA LABOURERS

961. Shri K. P. Tripathi: Will the Minister of **Labour** be pleased to state:

(a) whether any bonus has been paid to Tea labour in Assam Valley, Cachar, Tripura, Dooars and Terai, or Darjeeling out of the profits of 1952, 1953 or 1954;

(b) if so, how much; and

(c) the steps, if any, that Government intend to take to secure to the tea labour such bonus out of these earnings for each of these years?

The Deputy Minister of Labour (Shri Abid Ali): (a) to (c). Available information shows that the Indian Tea Association has recommended to all its members in Cachar, Dooars, Terai and Darjeeling that all employees should be recompensed for what they lost as a result of reduction in their minimum wage if the profit made by the estates in 1953 is greater than the loss suffered by them in 1952. The extent of payment to be made to each worker is to depend upon the balance available for the purpose and upon the number of days worked by the individual during the period of wage out.

Some tea gardens in Tripura pay *Fagua* Bonus and *Puja* Bonus to their workers but the rate is not uniform for every garden. Profit bonus has, however, not been paid to tea garden workers in Tripura for the years 1952, 1953 or 1954.

RAILWAY QUARTERS

962. Shri Ramji Verma: Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that separate bath rooms and latrines are required to be provided in each of the newly constructed Class IV staff quarters according to the specifications approved by Government;

(b) whether separate bath rooms and latrines have actually been provided in each of the Class IV Railway Staff quarters recently constructed in Kishanganj, Delhi; and

(c) if not, the reasons therefor?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) The current standards provide for separate latrines and washing places to be provided in individual *single storeyed* quarters and Class IV staff.

(b) and (c). The provision of individual latrines in multi-storeyed quarters would be uneconomical. Common baths and latrines have, therefore, been provided in the double-storey type-I quarters built at Delhi Kishanganj.

BERHILGANJ-BAHROICH RAILWAY LINE

963. Shri R. S. Lal: Will the Minister of **Railways** be pleased to state:

(a) whether any representation has been received for opening of a new line between Berhilganj and Bahroich *via* Bansi Domriganj, Utraula Balrampur which will connect four Districts, six Tehsils and 24 Towns; and

(b) if so, the steps that are being taken in the matter?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Yes, Sir.

(b) The proposal will be examined if and when recommended by the State Government.

NEW RAILWAY STATION BETWEEN BUSTI AND MINDERN

964. Shri R. S. Lal: Will the Minister of **Railways** be pleased to state:

(a) whether there is any proposal to construct a new Station between Busti and Mindern Stations in the Busti District on the North Eastern Railway to remove the great inconvenience experienced by the public; and

(b) if so, the steps that are being taken in the matter?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) and (b). A proposal for opening a new station near Orwara between Basti and Munderwa stations was recently examined by the North Eastern Railway and dropped as it lacked financial justification. The proposal is, however, under further consideration on public amenity grounds. As there is no station as 'Mindern' on the N.E. Rly., it is presumed the reference is to 'Munderwa'.

हापुड़ का टेलीफोन एक्सचेंज

९६५. श्री विशम्भर सिंह : क्या संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि हापुड़ के टेलीफोन एक्सचेंज के अधीक्षक के बर्ताव के विरुद्ध अधिकारियों को बहुत से तार और निवेदन भेजे गये हैं; जैसा कि ५ अगस्त, १९५४ के "वीर अर्जुन" में छपा है ; और

(ख) यदि हां, तो सरकार ने इस अधिकारी के विरुद्ध क्या कार्यवाही की है ?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) The reply is in the affirmative.

(b) Inquiry has been completed on some parts of the complaint while others are still under investigation. So far no irregularity has been established and as such the question of taking action against the Engineering Supervisor has not arisen.

SHIPPING COMPANIES

966. Sardar Akarpuri: Will the Minister of **Transport** be pleased to state:

(a) the names of the foreign shipping companies, if any, which are engaged in carrying Government cargoes to India; and

(b) the reason why these ships are engaged when Indian ships are available?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Information is available only in respect of the shipping companies engaged in the shipment of Government stores purchased on an F.O.B. basis through the India Store Department, London, and the India Supply Mission, Washington. A statement showing the required information as far as it is available for the period from 1st January to 30th July, 1954, is attached. [*See* Appendix IX, annexure No. 13]. Shipping arrangements for Government cargoes purchased on a C.I.F. and F.O.R. basis are generally made by the suppliers themselves, and no information is available regarding the foreign shipping companies engaged in carrying such cargoes.

(b) Indian ships are always utilised to the maximum extent possible as and when they are available.

AERODROME AT RUNGAILUNDA

967. Shri Sanganna: Will the Minister of **Communications** be pleased to state:

(a) whether Government propose to construct an aerodrome at Rungailunda in Ganjam District (Orissa); and

(b) if so, how the matter stands at present?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) No, Sir.

(b) Does not arise.

P. & T. DEPARTMENT

968. **Shri Niranjan Jena:** Will the Minister of Communications be pleased to state:

(a) whether any representation was received from the Oriya People's Association, Cuttack in July, 1954 for the development of the Posts and Telegraphs Department in Orissa;

(b) if so, the nature of the suggestions made; and

(c) action taken thereon?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) Yes. In August, 1954.

(b) A statement giving the nature of the suggestions made in the Memorandum is placed on the Table of the House. [*See* Appendix IX, annexure No. 14.]

(c) As the memorandum was received only lately, it is still being examined.

RESTORATION OF DISMANTLED RAILWAY LINES IN ANDHRA

969. **Dr. Rama Rao:** Will the Minister of Railways be pleased to state:

(a) whether any representations have been received from the Government or the public of Andhra requesting the Government to

(i) re-instal the dismantled line between Kakinada-Kotipalli (S. Railway),

(ii) build overbridges in Samalkota, Kakinada, Eoluru and Rajahmundry, and

(iii) bring Kakinada city to the main line by diverting the main line *via* Kakinada;

(b) the results of the Departmental investigation of the Kakinada-Kotipalli line conducted in 1953; and

(c) when the construction of this line will be taken up?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a)—

(i) Yes, Sir.

(ii) Representations have been received in respect of overbridges at Samalkota and Eoluru.

(iii) Yes, Sir.

(b) The investigations revealed an estimated return of minus 4·8 per cent. on the capital outlay and that the restoration was not financially justified.

(c) Does not arise.

JANATA TRAIN BETWEEN DELHI AND VIJAYAWADA

970. **Dr. Rama Rao:** Will the Minister of Railways be pleased to state whether it is a fact that a Daily Janata Express is to run between Delhi and Vijayawada?

The Deputy Minister of Railways and Transport (Shri Alagesan): No, Sir.

रेलवे स्टेशनों पर खाद्य पदार्थ बेचने के ठेके

९७१. **डा० सत्यवादी :** क्या रेलवे मंत्री २४ अगस्त, १९५४ को पूछे गये अतारांकित प्रश्न संख्या ३५ के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या रेलवे बोर्ड की यह निश्चित नीति है कि रेलवे स्टेशनों पर एक ही प्रकार के खाद्य पदार्थों के बेचने के ठेके एक से अधिक व्यक्तियों को न दिये जायें ;

(ख) क्या इस सम्बन्ध में कोई हिदायतें दी गयी हैं ;

(ग) क्या यह सच है कि उत्तर रेलवे के स्टेशनों पर एक ही प्रकार के खाद्य पदार्थों

के लिये एक से अधिक एजेन्सी को ये ठेके दिये गये हु ; और

(घ) यदि हां, तो ऐसे स्टेशनों के नाम और एक से अधिक व्यक्तियों को एक जैसे ठेके देने के कारण क्या हैं ?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) and (b). The Special Committee on Catering referred to in the reply to unstarred question No. 35 asked on the 24th August, 1954 have not completed their deliberations so far. The instructions issued to Railways on 18th May, 1951, however provide as under in respect of duplication of contracts:—

> "There is no objection to two or more contractors having vending contracts for different articles or commodities at one large station but different vending contractors should not vend the same commodities or articles. If existing contracts contravene this stipulation anywhere, they may be allowed to continue as hitherto but as vacancies occur, such duplication should be removed."

(c) Yes, vending contracts for a particular type of foodstuff are held by more than one agency at certain stations on the Northern Railway.

(d) These contracts were let out prior to the issue of the instructions referred to in reply to parts (a) and (b) above. As and when vacancies occur, such duplication is removed. The names of such stations are as under:—

1. Ambala Cantt.
2. Barog.
3. Bhatinda.
4. Delhi.
5. Dhuri.
6. Ghaziabad.
7. Jagadhri.
8. Jakhal.
9. Jind.
10. Kalka.
11. Meerut City.
12. Meerut Cantt.
13. New Delhi.
14. Panipat.
15. Rajpura.
16. Saharanpur.
17. Hanumangarh.
18. Loharu.
19. Sudsar.
20. Delhi Sarai Rohilla.
21. Garhi Harsaru.
22. Hissar.
23. Rewari.
24. Bareilly.
25. Lhaksar.
26. Hapur.
27. Allahabad.
28. Kanpur Central.
29. Etawah.
30. Fatehpur.
31. Firozabad.
32. Mirzapur.
33. Amritsar.
34. Beas.
35. Batala.
36. Ferozepore Cantt.
37. Jullundur Cantt.
38. Jullundur City.
39. Lohian Khas.
40. Ludhiana.
41. Nawanshahr Doaba.
42. Pathankot.
43. Moga Tehsil.
44. Lucknow.
45. Daryabad.
46. Faizabad.
47. Kashi.
48. Partapgarh.
49. Shahganj.

पंजाब में नई रेलवे लाइन का प्रस्ताव

९७२. **डा० सत्यवादी :** क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि।

(क) क्या सरकार को पंजाब सरकार या किसी अन्य जरिये से चण्डीगढ़ को सीधा जगाधरी तथा लुधियाना से रेल द्वारा मिलाने का सुझाव प्राप्त हुआ है ; और

(ख) यदि हां, तो इस सम्बन्ध में सरकार की क्या प्रतिक्रिया है ?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Yes, Sir. A suggestion for the construction of a direct rail link between Chandigarh and Jagadhri has also been received recently from a party other than the Punjab Government.

(b) The project will be examined like all proposals from State Governments.

TELESCOPIC RAILWAY FARES

973. **Shri Ibrahim:** Will the Minister of **Railways** be pleased to state:

(a) whether the investigations by the Railway Board on the possibility of introducing telescopic scales for passenger fares, have been completed; and

(b) if so, the results thereof?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) and (b). The matter is still under examination.

FRUIT CANNING INDUSTRY

975. **Shrimati Ila Palchoudhury:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) the extent to which the fruit canning industry has developed in India during 1950-54;

(b) the total number of fruit canning factories in the country; and

(c) whether there are any fruit canning factories in Bengal?

The Minister of Food and Agriculture (Shri Kidwai): (a) The quality of indigenous products has of late improved. There is no extensive internal market for canned fruits. The bulk of the internal consumption is by the Indian army. The external market is being developed but on account of keen competition the progress has not been substantial.

(b) Sixty-five.

(c) Yes, there are fourteen fruit canning factories in Bengal.

Vol. VII—No. 31
30th September, 1954 (Thursday)

LOK SABHA DEBATES

(Part II—Proceedings other than Questions and Answers)

सत्यमेव जयते

(Vol. VII contains Nos. 16—31)

LOK SABHA SECRETARIAT
NEW DELHI

SIX ANNAS (INLAND) TWO SHILLINGS (FOREIGN)

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(Part II—Proceedings other than Questions and Answers)

LOK SABHA

Thursday, 30th September, 1954

The Lok Sabha met at Eleven of the Clock

[MR. SPEAKER *in the Chair*]

QUESTIONS AND ANSWERS

(*See Part I*)

12-05 P.M.

MESSAGES FROM THE RAJYA SABHA

Secretary: Sir, I have to report the following two messages received from the Secretary of the Rajya Sabha:

(i) "In accordance with the provisions of sub-rule (6) of rule 162 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Indian Tariff (Second Amendment) Bill, 1954, which was passed by the Lok Sabha at its sitting held on the 25th September, 1954, and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill."

(ii) "In accordance with the provisions of rule 125 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to inform the Lok Sabha that the Rajya Sabha, at its sitting held on the 29th September, 1954, agreed without any amendment to the Taxation Laws (Extension to Jammu and Kashmir) Bill, 1954, which was passed by the Lok Sabha at its sitting held on the 27th September, 1954."

PAPERS LAID ON THE TABLE

SUMMARY OF RECOMMENDATIONS OF ESTIMATES COMMITTEE IN NINTH REPORT ETC.

The Prime Minister and Minister of External Affairs and Defence (Shri Jawaharlal Nehru): I beg to lay on the Table a statement showing the Summary of the recommendations made by the Estimates Committee in the Ninth Report and the views held and action taken or proposed by Government. [*Placed in Library See* No. S-392/54.]

STATEMENT *re*: STEEL PROJECT

The Parliamentary Secretary to the Minister of Production (Shri R. G. Dubey): I beg to lay on the Table a copy of the statement giving further details about the progress made in regard to the Steel Project, promised in the reply given to Starred Question No. 1316, asked on the 24th September, 1954.

Statement

On the 24th of this month I promised to place a statement on the Table of the Lok Sabha giving further details about the progress made in regard to the Steel Project.

As the Lok Sabha is already aware, the Preliminary Project Report on the New Steel Plant, submitted by the Technical Consultants in May last, has been accepted by Govern-

[Shri R. G. Dubey]

ment with certain modifications. These modifications mainly relate to the employment of labour and to the recommendation of the Consultants that the major part of the requirement of electric power for the Works should be generated in the Works itself. As regards power the Technical-Consultants have been informed that its supply should be obtained from Hirakud with provision at the Steel Works for an emergency standby plant in the event of a failure of supply from Hirakud. The estimate of man-power requirements made by the Consultants was discussed at a meeting which included, among others, representatives of existing steel units. The consensus of opinion at the meeting was that the estimate of the Combine was on the high side and needed revision. The conclusions arrived at the meeting have been communicated to the German Combine of M/S Krupp-Demag. The Combine have been asked to proceed with the preparation of the final project Report which is expected to be ready by the end of this year.

I would also like to avail of this opportunity to mention the progress so far made on the Indian side. This covers as already indicated earlier, the contour survey of the Rourkela area, the hydrographic survey of the potentialities for water supply from the River Brahmani, the bearability tests of the soil, the establishment of a temporary Meteorological laboratory at Rourkela and the proving and prospecting of the iron ore in the neighbourhood of Rourkela.

The contour survey of the site has been completed, and reports prepared in this connection have been forwarded to the Consultants who have sought further clarification on certain points.

The Lok Sabha is already aware of the broad outlines of the report on the survey of the water resources of the river Brahmani submitted by the Chief Engineer, Hirakud Dam Project.

Field work in connection with subsurface exploration of the proposed site for the Steel Plant was undertaken towards the end of April, 1954 by the Hirakud Research Station for collecting data regarding the nature of soil profile. This was followed by laboratory tests on the various samples of soils obtained. On the basis of these tests and of the results of the load bearing tests on analogous strata in the Hirakud area the provisional conclusion that the surveyed area should have adequate bearing capacity to permit the founding of heavy structures, has been reached. The report on the bearability tests has been made available to the Technical Consultants for their use in connection with the designing of the Plant.

The Company is taking all necessary steps to implement the provision in the Technical Consultants' Agreement relating to the training of Indian Personnel.

The Hindustan Steel Limited propose to send 18 design Engineers to Germany to participate in the preparation of detailed designs. In this connection the Company interviewed a number of candidates in India after advertising in Newspapers. Eight Engineers have been selected and another 4 candidates have been kept on the list of probables. Interview of candidates who are at present abroad will be taken up shortly.

The Company have been considering the question of appointment of suitable persons to the post of Technical Adviser, Chief Engineer, Chief Accounts Officer and Raw Materials Officer. Of these, selection has recently been made for the posts of Raw Materials Officer, the Chief Engineer and the Chief Accounts Officer.

ANNUAL REPORT, FINAL ACCOUNTS AND BALANCE-SHEET OF CERTAIN STATE ENTERPRISES

The Parliamentary Secretary to the Minister of Production (Shri R. G. Dubey): I beg to lay on the Table a copy of each of the following papers:

(1) Second Annual Report of the Sindri Fertilizers and Chemicals Limited for the year ended the 31st March, 1954. [*Placed in Library. See* No. S-394/54.]

(2) Final Accounts of the Hindustan Machine Tools Limited, Bangalore for the period ended the 31st March, 1954. [*Placed in Library. See* No. S-395/54.]

(3) Accounts of the Hindustan Shipyard Limited for the period ended the 31st March, 1954. [*Placed in Library. See* No. S-396/54.]

(4) Final Accounts of the Nahan Foundry Limited, Nahan (Himachal Pradesh) for the period ended the 31st March, 1954. [*Placed in Library. See* No. S-397/54.]

(5) Balance Sheet of the Hindustan Cables Limited, Rupnarainpur (West Bengal) for the period ended the 31st March, 1954. [*Placed in Library. See* No. S-398/54.]

AUDITED BALANCE SHEET AND PROFIT AND LOSS ACCOUNT OF REHABILITATION FINANCE ADMINISTRATION.

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): I beg to lay on the Table a copy of the Audited Balance Sheet and Profit and Loss Account of the Rehabilitation Finance Administration for the year ended the 31st December, 1951, together with the Auditor's letter No. 654 dated the 10th May, 1954 referred to therein, under sub-section (2) of section 18 of the Rehabilitation Finance Administration Act, 1948. [*Placed in Library. See* No. S-399/54.]

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

PRESENTATION OF THIRTEENTH REPORT

Shri M. A. Ayyangar (Tirupati): I beg to present the Thirteenth Report of the Committee on Private Members' Bills and Resolutions.

PUBLIC ACCOUNTS COMMITTEE

PRESENTATION OF TENTH REPORT.

Shri B. Das (Jajpur-Keonjhar): I beg to present the Tenth Report of the Public Accounts Committee on the Appropriation Accounts (Railways) and (Posts and Telegraphs), 1950-51.

COMMITTEE ON PETITIONS

PRESENTATION OF FOURTH REPORT

Shri Raghuramaiah (Tenali): I beg to present the Fourth Report of the Committee on Petitions.

RELEASE OF MEMBER FROM JAIL

Mr. Speaker: I have to inform the House that I have received the following letter dated the 25th September, 1954, from the Secretary to the Government of Andhra:

> "I have the honour to inform you that Shri Nalla Reddi Naidu, Member, Lok Sabha, who was convicted on 15th September, 1954 by the Sub Magistrate, Nandikotkur under sections 143 and 447 I.P.C. and sentenced to R.I. for 6 months and 3 months to run concurrently was released from the Central Jail, Rajahmundry on the 20th September, 1954 under the orders of the Government remitting the unexpired portion of the sentence. It may be mentioned that Shri Nalla Reddi Naidu offered Satyagraha on behalf of Inam tenants of Karivena."

SUPPLEMENTARY STATEMENT *RE*: RAILWAY ACCIDENT NEAR YESHWANTPUR IN HYDERABAD STATE

The Deputy Minister of Railways and Transport (Shri Alagesan): In continuation of the statement made by the Minister in the Lok Sabha yesterday in respect of the accident to No. 319 Down Hyderabad-Kazipet Express train on the night between the 27th and 28th September, I have the following further information to give to the House.

As a result of the further search for dead bodies, the number of the dead is now reported to be 123. The total number of the injured is now 85 including 17 with serious injuries and 34 with minor and 34 with trivial injuries. One of the seriously injured has succumbed to the injuries and that is included among the 123 dead. The other injured are reported to be progressing satisfactorily in Hanuman Hanamkonda Civil Hospital, Lallaguda Railway Hospital, Secunderabad Military Hospital, Hyderabad Osmania Hospital, Kazipet Railway Hospital and Jangaon Civil Hospital. Those in the hospitals in the Hyderabad and Secunderabad area were visited by the General Manager, Central Railways, accompanied by some senior officials.

The communication between the section Secunderabad and Alir was restored at 15-10 hours and that between Kazipet and Raghunathpalli at about 17.00 hours on 29th September, 1954. Some skeleton train services ran on this section yesterday. From today the passenger train services are being introduced on these sections on a time-table basis which has already been given local publicity. Transhipment over the section between Alir and Jangaon is not at present possible as operations for the restoration for through communications are in progress.

The Government Inspector of Railways will commence a statutory enquiry into the accident from 4th December, 1954.

UNIVERSITY GRANTS COMMISSION BILL

The Parliamentary Secretary to the Minister of Education (Dr. M. M. Das): I beg to move for leave to introduce a Bill to make provision for the co-ordination and determination of standards in Universities and for that purpose, to establish a University Grants Commission.

Mr. Speaker: The question is:

> "That leave be granted to introduce a Bill to make provision for the co-ordination and determination of standards in Universities and for that purpose, to establish a University Grants Commission."

The motion was adopted.

Dr. M. M. Das: I introduce the Bill.

SEA CUSTOMS (AMENDMENT) BILL

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): I beg to move for leave to introduce a Bill further to amend the Sea Customs Act, 1878.

Mr. Speaker: The question is:

> "That leave be granted to introduce a Bill further to amend the Sea Customs Act, 1878."

The motion was adopted.

Shri Satya Narayan Sinha: I introduce the Bill.

MOTION *RE*: INTERNATIONAL SITUATION—*concld.*

Mr. Speaker: The House will now proceed with the further consideration of the following motion moved by Shri Jawaharlal Nehru on the 29th September, 1954, namely:

> "That the present international situation and the policy of the

Government of India in relation thereto be taken into consideration."

There will also be the further consideration of the amendments moved —some of them are in substitution of the original motion. I need not read the names of all the Members who have moved these amendments.

The discussion on this motion will end at 2.30 p.m., and the hon. Prime Minister will make his reply from 2.30 p.m. onwards.

Dr. S. N. Sinha (Saran East): I was at Shanghai-chop-*sui* in a Geneva restaurant, when we adjourned yesterday. It is a delicious Chinese dish, and I can recommend it to everybody here, I guess, a number of hon. Members like our Prime Minister must have tried it, and also taken rice with two pencil-like long bamboo chopsticks.

[MR. DEPUTY-SPEAKER *in the Chair*]

This helps you in understanding the Chinese mind, which is a bit complicated, and also the present Chinese intricacies in world politics.

During my last visit to the Chinese restaurant in Geneva, they told me that besides his chop-*sui*, if there was any other important factor which has helped in bringing about peace in Indo-China, or in bringing about the realisation of the realities of Asia,—it was the gentlemanliness of the Chinese Prime Minister Mr. Chou En-lai. A few ladies who were there, of course, improved this verdict, They said "Yes. Mr. Chou En-lai is no doubt a communist gentleman, but Monsieur Nehru is a bit different from that." And then they all joined in saying *'Comme il est charmant'* (How charming he is!) in their Geneva accent

It is surprising how the charming manners or the gentlemanliness of the Prime Ministers have brought in this world politics a very important factor which is expressed in one phrase, 'the new outlook'. Perhaps, the better expression would be 'the new look'. This new look we must see in the lights of Geneva. The lights of Geneva are beautiful. If you stand on the *Ile de Rousseau* and see the reflections of different colours in Lake Lemen, you will find that it is magnificent. It is something like a dream. And what do you think about? The first thought that comes to you is about peace. In the Geneva light, if you see the politics of Asia or of the world, the first thing which you care for is the preservation of peace in the world. There are many disturbing factors, no doubt. We have not to go very far to find out such disturbing factors, but we have to find a remedy peacefully only. If the world begins to take to violence, one does not know where it will stop. That is why, when we see in this Geneva light one by one, we shall find that there is no other way but a peaceful approach to all the problems of the world today.

Let us see the disturbing factors. They are not very far from us. Only at our doors is the problem of Goa. Although the problem of Goa is a comparatively small one, it has been an ideal example of provocations against which one must always guard oneself. At the eve of our Independence Day this year, the Portuguese Prime Minister had definitely fallen a victim of what I should call, a war hysteria of his own creation. I have observed his activities from some close quarters in Central Europe this year, and that is why I may tell you that I found also a few crazy newspapers mentioning about an ultimatum or a crusade on India. At this stage, I must appreciate that the attitude and the action which our Government took were very creditable. At that time, they were conscious of all these provocations which came from the other side, and they did not fall a victim to these provocations. For this action, for their foresight, for their tolerance, and for the diplomatic

[Dr. S. N. Sinha]

attitude and skill they have shown, the country is grateful.

Our country is a strong country, and we do not doubt for a second that Goa is going to come to our Indian Union. The inevitable historical forces which are working, are bound to bring Goa to our Indian Union. What we have to do today is to accelerate the tempo or the speed of these inevitable historical processes.

I would like to throw some light on our diplomatic missions abroad in this connection. When Dr. Salazar's anti-Indian propaganda was at its pitch in Europe, I expected that our Embassies there will do their best in removing the shady atmosphere and in making our point of view clear to the people. I am not going to criticise any activity of our External Affairs Ministry. Since I have been working in Central Europe under them for some time, my suggestion is that we can do better. We must take lessons from episodes like Goa, and train ourselves to be better diplomates than many countries can boast of. We can, and we must, do it. We must surpassthem.

Yesterday I was surprised to find that a number of hon. Members from the Opposition Benches repeated what Signor Salazar has said as his anti-Indian hysterics in that booklet. I do not think that that was worth consideration at all. I must say that those Members have fallen a victim of Salazar's propaganda, because Salazar himself, I am sure, does not believe what he said in that booklet. He does not believe it, but others have fallen victims to it.

An Hon. Member: What did he say?

Dr. S. N. Sinha: It is not worth mentioning at all, because it has nothing to do with reason. It would have been better if, instead of studying these things which have nothing to do with reason, we spent our time pondering over the points our Prime Minister had raised in this connection, and the way which he had shown. Because that is the only way which can bring Goa to the Indian Union quickest and in the best possible way.

Now, I would like to have a small hop to our north-west border. A few weeks ago, I was in Kabul. I did not get any Indian newspapers there. So I read Russian. In one of the Russian newspapers, there was a very important item which is interesting and also for us of great importance. It said that at the command of the American Ambassador in Karachi —perhaps Hildred is his name—the Pakistan Government has been asked to raise an army of 100,000 Pathans who will be working under American command. I think I have the copy here and, since you are fond of nothing but the original, I will read it:

> "PO UKAZANIU AMERIKANSKOVO POSLA V KARACHI XILDRETTA, PAKISTAN DOLZEN SFORMIROVAT 100-TISYACHNUYU PATANSKUYU ARMIU, 'GOTOVUYU VIPOLNYAT AMERIKANSKIE PRIKAZI'."
>
> "PRAVDA". MOSCOW. 14th July, 1954.

I think you have now understood it better.

Mr. Deputy-Speaker: What language is that?

Dr. S. N. Sinha: It is Russian, much easier than English. It says that under the orders of the American Ambassador at Karachi, Mr. Hildred, Pakistan must form a hundred-thousand strong Pathan army always ready to carry out American orders. That is the literal translation.

Now, if it is so, then we are very much interested in this matter. And at this stage, without going further to elaborate this point, I intend to draw the attention of our External Affairs Ministry, to check the matter through diplomatic channels whether this is a part of the SEADO plan. If it is, then it means a clear attempt at military encirclement of our country which, in no case, we can tolerate.

Coming to SEADO directly, we saw it in the light of what our Prime Minister explained yesterday. The matter has become quite clear now—it is a dangerous thing. I would go rather a little further and say that it is perhaps not a practicable thing or technically possible at this stage, for the following reason: Any plan for the security or defence of Asia must fall to pieces if countries like India and her allies do not joint it. In the East who counts if not India and her allies? So, we have our own reasons to oppose this move.

I would like to come to a third point which is perhaps a corner-stone of our foreign policy today. We have been working on this line for quite a number of years—I mean our relations with China. In the last few years, we have come to a very good and friendly understanding with China. This, in turn, has brought about a better relationship with the Soviet Union. Of course, we are glad about it, and our country will appreciate this move of the Government, because we are for peace and friendship with any country which wants to establish such relationship with us.

But in this matter, there is one misunderstanding which has been created by some of our friends in the Opposition—I mean the members of the Communist Party. They have always been saying that anybody who is opposed to the Communist Party of India must be opposed to friendship with the Soviet Union or China. This is quite a wrong approach—absolutely wrong. The truth is just the opposite. As things stand today, if you see in proper perspective, there remains no other alternative for the Communist Party of India than to commit *harakiri* and to liquidate themselves. (*Interruptions*).

It is for this reason, that I am going to tell the gallant and brave hon. Members belonging to the Communist Group—"if you do not liquidate yourselves, your own masters whom you are serving, are going to liquidate you". After the trial and fall of Beria, many things have become clear and come to light. It was his organisation which used to create underground organisations in other countries. The Soviet leaders have found it out today. They have given very serious thought to this matter, and have found out that those organisations which they had in foreign countries were not so useful to them at this stage. Friendship with those countries is much more useful to them today than having those organisations there. For the reason that they liquidated Beria in their own land, they will liquidate everybody who was under the command of Beria, including Members of our Communist Party here. (*Interruptions*).

Shri Sadhan Gupta (Calcutta—South-East): We will appoint you the liquidator.

Dr. S. N. Sinha: It is a pure and simple logic. In this connection, what I was going to tell you was this. It is about, let us say, what Chou En-lai said once. I have information from the most reliable source. (*Interruptions*).

Shri Syed Ahmad (Hoshangabad): What is the source?

Dr. S. N. Sinha: The source is here. I will read it. I do not know Chinese, but the translation which was conveyed to me was, more or less, in these words:

> "The Indian Communists are a bunch of unpatriotic—what shall I say—Don Quixotes who stand in the way.."

—you know the story of Don Quixote by Cervantes—

> "of India-China friendship by exaggerating unnecessarily their love for China and the Soviet

[Dr. S. N. Sinha]

Union. They should have preserved that love for their own use ....

Dr. Rama Rao (Kakinada): On a point of order.

Dr. S. N. Sinha:..and they would have served China much better".

Dr. Rama Rao: Is it in order for an hon. Member of this House to quote the Premier of a country, which is in friendly relations with us, as having made a statement for which he has no authority and no proof?

Shri Algu Rai Shastri (Azamgarh Distt.—East *cum* Ballia Distt.—West): He says he has got proof.

Dr. S. N. Sinha *rose*—

Mr. Deputy-Speaker: Order, order. A point of order has been raised. The hon. Member cannot be jumping like that.

I presume every hon. Member will speak responsibly on the floor of this House, and therefore, we accept it without asking for further evidence or proof. If he quotes any particular passage from any printed matter or published material, I would ask him —if he makes a reference to it—to place it on the Table of the House. Otherwise, so long as any matter is relevant and is not obscene or unparliamentary, I will allow him to go on.

Shri B. C. Das (Ganjam South): What is the source of that information?

Mr. Deputy-Speaker: He is not bound to give the source.

Dr. S. N. Sinha: I will substantiate my statement now. I may just tell them that lately I have come to know from one of the leaders of the Cominform in Berlin about the new directions which have reached them. It has been published in East Berlin and it reads like this......

Shri B. S. Murthy (Eluru): Does it mean that the hon. Member is more in the confidence of the Russians than the Indian Communists?

Mr. Deputy-Speaker: Each hon. Member commands confidence in the world at large.

Dr. S. N. Sinha: 'The Moscow headquarters of the Cominform have bluntly told the Indian Communists that the development of uprising in India has no prospects. The Indian comrades should support Nehru's policy of eastern orientation'. These are more or less the lines on which they are thinking. When some of the Communist leaders were in Moscow for consultations they were told that they should follow this line. They agreed to it there, but when they came back here they are acting otherwise......(*Interruptions*).

Mr. Deputy Speaker: Hon. Members may take it as the advice of the hon. Member.

Dr. S. N. Sinha: This is a widely known fact, and if necessary, I am prepared to quote from the originals, but the hon. Members may not be able to follow it accurately. The best proof of what I say is a comparison of any Russian newspaper of today with what was published say a year and a half back. You will find a marked difference. I have with me here a long article in a Russian paper....

Mr. Deputy-Speaker: What is the name of that paper?

Dr. S. N. Sinha: "*Pravda*", which means truth.

This is the issue of the 24th September and I received it only yesterday evening. This is published in Moscow: I could not have printed it here. Every day when I return home I get a copy of this paper. What I wish to impress on the House is that there is a marked difference in the tone of the paper. Formerly they used to criticise us and say that our Government was a tool of British imperialism. Such expressions were invariably used. After the execution of Beria

I do not find these things in the Soviet newspapers at all. Now they are all praise for us.

Those hon. Members who do not follow Russian would at any rate have read in today's newspapers M. Menshikov's speech at Naini Tal. Is there any expression to the effect that the Indian Government is the tool of any foreign government? So, the policy the Communists in India are carrying out is on the basis of various past instructions which have become quite old and out-of-date. Any Soviet paper, you will find today, is all praise for our culture, for our Government, for our Prime Minister, including myself.

Mr. Deputy-Speaker: Does appreciation of Dr. Sinha form part of the foreign policy of that country?

Dr. S. N. Sinha: I was in East Berlin quite recently......

Shri Feroze Gandhi (Pratapgarh Distt.—West *cum* Rae Bareli Distt.—East): All this may be attributed to Mr. Satyanarayan Sinha, the Chief Whip!

Shri Syed Ahmed (Hoshangabad): I shall furnish a photo also!

Dr. S. N. Sinha: I was in East Berlin with another Member of the Upper House, Acharya Narendra Deva, a few weeks ago. There we were afforded every facility. We were more or less their State guests in a restaurant. As Acharya Narendra Deva was not well and felt tired, I took him back to the hotel and went out alone All gates are open today; it is not Beria's regime any more. The foreign visitor is quite free to move about. So, this is a difference in their outlook which is worth mentioning. Today Russia wants the friendship of India, the friendship of our Prime Minister and the friendship of our country. It is much more useful to them from every point of view than having any tools or underground workers here. That makes all the difference in the international affairs..

Shri N. B. Chowdhury (Ghatal): Nonsense!

Mr. Deputy-Speaker: If the hon. Members says that the present-day Russian Government does not want any underground movement here, is it nonsense? Does the hon. Member want an underground movement here?

Shri N. B. Chowdhury: The point is we are not underground workers.

Shri Tek Chand (Ambala—Simla): Yesterday they were saying that the Minister was lying; today they are saying it is 'nonsense'.

Shri N. B. Chowdhury: There is no point in this argument. We are a national party and are working in the interests of the Indian people, for the benefit of the Indian peasant.

Mr. Deputy-Speaker: I very often find very strong expressions being used from this side of the House. When hon. Members hit, they should be sufficiently thick-skinned to take back coolly. So, let it not be a one-sided affair. The hon. Member did not say that these gentlemen here on the left are underground workers. He only said that underground work in this country does not any longer help the Russians, or that the present Russian Government is against any such movement in this country, if there is such a movement. Hon. Member need not put on the cap, if it does not fit him.

श्रीअलगू राय शास्त्री : सभापति जी क्या आप आज्ञा देंगे कि यह जो शब्द 'नानसैंस'' प्रयुक्त किया गया है वह काट 'दिया जाये ;

Mr. Deputy-Speaker: Does not matter occasionally.

Dr. S. N. Sinha: There is no reason to be excited, because in Russia they have already executed Beria who was the root of all such organisations and with whom our Members were in touch.

Shri T. B. Vittal Rao (Khammam): How is all this relevant?

Mr. Deputy-Speaker: Hon. Members must be following the debate to understand the relevance of it. It was said that Russia while outwardly friendly was sending emissaries to carry on propaganda in this country. The hon. Member who had been to Russia recently says that the present Russian Government is not for any underground movement and therefore you can trust Russia and Russia is a good friend of India. Far from taking exception to this statement, hon. Members must have welcomed the fact that Russia is a very good friend of India.

Dr. S. N. Sinha: This is a very bright prospect for the Asian countries. If Russia is helpful—we undertand that they are ready to build a steel plant for us—it will go a long way in the rapid industrialisation of our country. Sir, whatever help comes from that country we are ready to take it. A year and a half back we were not prepared to do it. Today there is a very good atmosphere in Russia for friendship with India. I will just explain, in the same light as our Prime Minister said, yesterday—Cominform matters, without going into details. Although it is working in Asian countries it has taken quite a different turn. It is not the same as it is in European countries.

One of the biggest factors that count today in Asian affairs is the emergence of new China. There are many misunderstandings about Chinese intentions. I personally had many such misunderstandings about China until I heard our Prime Minister. In this connection I would request our Prime Minister when he goes to China, to invite Dalai-Lama to India. This idea has occurred to me for a long time. I am not a Lamaist. But I have studied Tibet and like that country very much, we had connections with Tibet for a very long time. And, I would like, to say, that if the Dalai-Lama comes to India for a pilgrimage of Buddha-Gaya and Sarnath, many of the misunderstandings which are existing today in our country will be removed and we will have no grievance against China.

Sir, in the end, when my time is going to be up, I would like to emphasise one very important point and that is in today's turmoil, in the wide world, we do not want that any one country should come forward and dominate over others. This is wrong. Our Prime Minister has made it clear quite a number of times that we have no intention to take the leadership of Asia or a group of nations. It is a very correct attitude. The same we expect from others, whosoever they may be, because from this turmoil, if one country emerges to dominate over Asia, that will bring a bad day. No sooner those countries leave such hopes of dominating over others, whosoever they may be, better days will dawn over Asia.

Finally, I support the foreign policy of our Prime Minister wholeheartedly and with much more enthusiasm than ever before; and I am also confident that his endeavours will carve out not only an area of peace but also transform the areas of war into abodes of new life and light.

Acharya Kripalani (Bhagalpur *cum* Purnea): Mr. Deputy-Speaker having heard many speeches delivered by Congressmen, I must say I am a convert to their views.

Pandit K. C. Sharma (Meerut Distt.—South): Wonderful plasticity.

Pandit Thakur Das Bhargava (Gurgaon): You have been converted all your life.

Acharya Kripalani: Sir, in spite of what my colleague, Mr. Asoka Mehta and Prof. Mukerjee said yesterday and whatever may have been our failures at home, it will be ungracious even for me, a Member of the Opposition, to deny that in foreign and international affairs, our accomplishments have been great. They have not only been great but they have been glorious.

In all recent Conferences and Commissions, we have played a notable part. In Korea, we were entrusted with the custody of the prisoners of war and we had to arrange for their repatriation. We sent a force of a few thousands of our *jawans* to undertake this mission, entrusted to us by the U.N.O. Circumstances beyond our control prevented us from solving the problem of the prisoners of war, yet our brave boys behaved splendidly. They were complimented by all the world, even though we had failed to accomplish the mission entrusted to us. But, Sir, in great causes it is better to have tried and lost than never to have tried at all.

Again, Sir, in Geneva, though we were not invited—of course, that was a mistake—we were not anxious to be invited, we do not care for these Conferences—even though we were not invited, we played a very notable part, though behind the scenes. The settlement reached there was on the lines suggested by us. As a matter of fact, Geneva was the triumph of India. In recognition of this silent service to the cause of world peace, we were appointed as the Chairman of the International Supervisory Commission for Indo-China (*Interruption*).

The two Power blocs, Sir, are competing with each other for our friendship and we keep them guessing as to what is going to be our ultimate attitude towards them. In the meantime, both are willing to help us with money and materials and technical skill (*Interruption*), to build our own economy.

Recently, I hear Russia is going to build for us a steel factory. This has gladdened the hearts of our communist friends; they take it as a triumph of Russia. And, I am sure, this factory will be built sooner than the factory that we had contemplated before with the help of the Germans. That will be another triumph for the communists.

In the U.N.O. we occupy an honoured position. Our advice is often sought and our vote canvassed. Last year, the highest honour was done to us when one of our distinguished nationals, a lady at that, was elected as the President of the U.N. General Assembly. Sir, it is an honour universally coveted and we got it for the mere non-asking.

Shri Algu Rai Shastri: For a few days.

Acharya Kripalani: Foreign statesmen who decide the fate of their nations are anxious to visit our country. They meet our Prime Minister and take counsel with him on international questions. Recently, the Prime Minister of China, Sri Chou-En-Lai, visited our country and certain valuable principles in international politics were enunciated. Any body reading that document can see the hand of our Prime Minister.

The Indonesian Prime Minister was in our midst only recently. And, with his help, there will not only be an Asian *bloc* but an Asio-African *bloc*. Soon, the maker of modern Yugoslavia, Marshal Tito, would be in our midst. Under him, this small nation has kept at bay the big white Bear that sprawls over two continents and nibbles at its neighbours and ultimately swallows them up.

Getting for India an honoured place in International affairs and in the councils of the world is a glorious task. All this has been performed by our Prime Minister. In this task, he is ably helped by a galaxy of brilliant officers, the Bajpais, and other Pais and Menons and Ayyangars from the South. One would have supposed that, after centuries of slavery, these officials had no experience or training in international and foreign affairs. But, such has been their performance that they seem to have been born to their task. This is nothing to be wondered at. After all we had a very ancient and hoary past. We have tried much, accomplished much, experienced much and even suffered much. We have in the international field revived the glory that once was Hind. All these are our accomplishments.

Yet there is a slight flaw.

Shri Algu Rai Shastri: Now it comes.

Acharya Kripalani: Though we have succeeded in easing tensions in the world and securing an honoured place for our country in the councils of the world, nearer home, in matters wherein our interests are intimately and vitally concerned, we have unfortunately failed. We have failed in Kashmir after having spent crores of our money in that part of India. The Kashmir question solution seems to be as distant as it was when the invaders had come to Kashmir. We have failed also in Pakistan. The many problems that are there between India and Pakistan remain unsolved. We have failed in South Africa where our former citizens are living. We have failed miserably in Ceylon, a small island in the South. We have failed in arresting the march of Communist China to our borders. A small buffer State there was deprived of its freedom and that State was swallowed up. When we made a feeble protest, we were told—not very politely—to shut up. Not only that, we were told that we were the stooges of the western Powers. We have been unable to stop the formation of the South-East Asian Treaty Organisation which threatens the peace of Asia and even of the world. Even after 7 years we have failed to liberate the tiny foreign pockets in India. These are the integral parts of our country. I am sorry to say, even when some bits of the small pockets are liberated by the action of the people residing there, we refuse to accept them and leave them to their resources for civil administration and for any possible attack from outside. So far as the Portuguese pockets are concerned, not only have we totally failed, but a tiny nation in Europe—no bigger than the smallest Indian State—not only defies us but insults us. This is with the consent and the implied support of those in the West whom we consider our friends.

Sir, as the Goa question is the burning question of the day, I would, with your permission, talk of it at some length. Even today we do not know whether the liberation of the pockets is the sole responsibility of the local inhabitants or it is also the responsibility of the rest of the inhabitants of India and the Government of India representing the people of India; or, is it the sole concern of the Indian and the Portuguese Governments who have to settle it on governmental level. The attitude of the Indian Government as to which of these points of view it favours is not quite clear. Sometimes the Prime Minister's utterance would lead us to think that the people living in these pockets are Indians; the pockets are a part and parcel of India and their freedom is the concern of the people of India and the Government of India. At other times, he makes a distinction between the local population and the rest of the Indian population. Still, at other times, his utterances and his actions give an idea that the question is one which has to be decided between the Indian and Portuguese Governments. Even then, it is not quite clear what our Government is going to do to settle the dispute as between the two Governments. Some months back, our friends in Maharashtra declared that they will organise *satyagraha* and the Goanese and Indians would march to Goa. The Goanese National Congress also announced that it would organise *satyagraha*. In Gujerat too, a batch of *satyagrahis* was formed to march to Goa. All these three bodies were to commence their *satyagraha* on the 15th August, our Independence Day. All the preparations were ready and they were only to march. However, a couple of days before the appointed date, our Prime Minister made a speech in which he said that he had no objection to Goanese residing in India to march as *satyagrahis*, but he would be reluctant to allow other Indians, under ordinary circumstances, to go to Goa. The meaning of this was not quite clear. As for Goan citizens resident in India, I suppose the Prime Minister could not have prohibited them from going home. As for the rest of the India population, of course he could prohibit them. But, he said 'under ordinary circumstances'. May I in all humility, of which I am not credited with much, but in all sincereity about which I do enjoy a little credit in this House, ask how the circumstances can be 'ordinary' when the foreigners are yet on our soil and we claim to be an independent nation? I say again with all the emphasis that I can command: how can the circumstances be ordinary when from three points *satyagrahis* are being prepared and there are a couple of days for their march? The attitude of the Government of India has puzzled the people on both sides of the border. What does the Government want people to do? What does it propose to do itself beyond the exchange of diplomatic notes and useless correspondence? Does it think that the Goa question—as one Congressman said here—would be solved by the spirit of the age and historical forces? At least, one Chief Minister expressed the opinion that he did not mind if Goa remained in foreign hands for quarter of a century more. I do hope that this is not the Prime Minister's opinion too. However, we thought when the session began that the Prime Minister would throw some light on his position on this question when he made his statements in the House, whether on the 26th August or yesterday we found no clue to the working of his mind. His speech of August 26th........

1 P.M.

Shri A. P. Sinha (Muzaffarpur East): 25th.

Acharya Kripalani: His speech was full of lofty sentiments about world peace, non-violence, Ghandhian techniques; and though couched in very eloquent and impassioned language, gives us no idea of what the Indian Government would do or allow the Indian people to do or not to do. The Prime Minister, in his speech on 25th August, said that "the resistance movement is an entirely Goan movement popular and indigenous". What does this exactly mean? Does it mean that the movement was initiated by the Goanese? Or does it mean also that the initiative lay with them and they had the support of the people of India if not also of the Government of India? Or does it mean that the freedom movement of Goa is entirely the concern of Goa? The Prime Minister's statement throws no light on these questions. Yet he says in that very same speech, that "the position of the Government of India and indeed the people of this country, is well known and hardly needs restatement. Goa and the Union of India form one country". This is very clear. If this is so, the struggle for the independence of Goa cannot be the sole concern of the Goanese people. It is also the concern of the people of India and the Government of India, if it really represents the people of India.

An Hon. Member: That is not.

Acharya Kripalani: So far as the people of India are concerned, they have shown that they can shoulder that responsibility. They were ready to cross the Indian border and enter the so-called Protuguese territory and offer *satyagraha*. If the Government of India felt that it was as much the concern of the people, the freeing of the foreign pockets, it would have at least not prohibited Indian volunteers to cross over and offer *satyagraha*. Does the Government of India want the freedom struggle to be confined to the Goanese people only? It would be very strange and it would be miraculous if the Goan people, unaided, can accomplish their freedom. Let us again see whether the Prime Minister's speech has in it some indication of Government policy. We are told by the Prime Minister "that the policy that we (the Government) have pursued has been even as in India under the British rule, one of non-violence and we have fashioned our approach and conduct accordingly. This adherence to non-violence means that we may not abandon or permit a deterioration of our identification with the cause of our compatriots under the Portuguese rule." This is one part of the non-violent approach to

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the question. The second is: equally we may not advocate or deliberately bring about situations of violence."

May I again, in all humility, ask: Do these two negative attitudes sum up—the Indian struggle for independence under Gandhiji's leadership? I am afraid if we had confined ourselves to these two negative attitudes, we would not have been able to achieve the goal of independence. Under Gandhiji's guidance, there was a more positive method of achieving independence which we evolved and adopted and which called forth in the people initiative, a spirit of adventure, self-sacrifice and suffering for a great cause. This was the organisation of *satyagraha*, a movement of non-violent resistance. I say that it is this positive movement that ultimately resulted in the liberation of India and not the two negative principles enunciated by the Prime Minister. What is this *satyagraha* as conceived by Gandhiji? It is a non-violent direct action. It was designed by Gandhiji as a humane and civilised substitute for direct violent action, that is, for insurrection or war. If really our Prime Minister wants to adopt Gandhiji's technique, his Government will have to organise *satyagraha* for the liberation of foreign pockets or at least allow the people of India to do so. I claim that in any such organisation of *satyagraha* there can be no distinction between an Indian and a Goanese. They are all Indians. I go further and say that in such a *satyagraha* there can be no question of nationality. Those who join such a movement are the citizens of the world, fighting non-violently for the cause of justice and freedom. I talk of non-violence, but even in violent freedom movements, foreigners have freely taken part in Europe. With the Greek movement, of independence, the name of the great poet, Lord Byron, is associated. The English Government of those days did not interfere with his movements and I say that the Englishmen today feel proud of the fact. Fifteen years back an international brigade was organised in Spain during the civil war. No democratic government put obstacles in the way of its nationals to join this international brigade. Our Prime Minister himself went to Spain, and when he returned back —if I remember aright, he said that he felt like taking a gun to fight in this international brigade. If he did not fight, it was, I suppose, because the independence movement of India was for him, as an Indian, the more important movement. If, however, the Prime Minister's Government wants to be Gandhian in its approach and action..........

May I have a ruling if I can, at this stage, read something that I have written, because, after all, we are not Englishmen, nor have we been brought up in this language? Sometimes it will be clearer if I read, but some people may think that we should closely follow and blindly follow what has been said in the Parliament of England.

Mr. Deputy-Speaker: I thought the hon. Member has all along been reading.........

Acharya Kripalani: No, Sir...... (*Interruptions*)

Mr. Deputy-Speaker: So far as yesterday is concerned, there was a reference when Mr. Asoka Mehta was reading. Some question was raised on a point of order as to whether any hon. Member could read a written speech here. I said he was referring to his notes. But Kripalaniji now wants a ruling on a point. He raised a question with respect to certain statements; so that he may be accurate and precise. He has committed them in writing and he now asks whether he ought not to refer to that statement. I feel that inasmuch as English language is not our language and responsible statements may be interpreted differently and sent in broadcast there is no harm particularly when hon. Members who are capable of speaking at length and for long hours extempore want to take opportunities to read particular statements so as to be precise. I will allow them whatever might have been said. Whenever any hon. Member feels that in the interest of precision and to avoid any misunderstanding regarding his speech he would like to read portions—not putting the whole thing in writing and then reading it —I do not see any objection and I do not allow any point of order...... *(Interruptions.)*

Several Hon. Members: It is for everybody.

Acharya Kripalani: If our Government wants to be Gandhian in its approach and action, it will have to do something more than mere exchange of diplomatic notes. Gandhiji organised a movement of *satyagraha*—we all had the honour to be the soldiers of this non-violent army. Gandhiji also held that if a foreign army has to be resisted and if it was to be done non-violently, an army of *satyagrahis* should be organised. A conflict between the *satyagraha* and a violent army would be less destructive of human life and property; it will eliminate much of the cruelty and hatred characteristic of war and armed conflict. It is not my purpose here to go into the advantages of *satyagraha* —political, moral, economic and social. All that I want to emphasise here is that if our Government is serious and is anxious to settle all international disputes through non-violence, it will have to create in India non-violent army of Gandhiji's conception. You will ask: what about the army? It does not matter if there is an organised army of some sort in India, even while it is there we can organise a separate non-violent army on Gandhian lines to demonstrate to the world that we really believe in non-violence. This would be something positive instead of the two negative principles enunciated by our Prime Minister. Mere diplomatic notes, I submit, are as non-violent as prayer, petition and protest of the old moderate politics with which we were familiar before our independence. This moderate policy—I am sure the Prime Minister will agree with me—of non-violence, of prayer, petition and protest, was born of weakness and inability to take risk—I say it was born of fear.

Yet the Prime Minister in his speech on the 25th August told us that "we will never forget that in our approach and endeavours for freedom we were enjoined to eliminate fear." I have no doubt that the Prime Minister and his Government are not afraid of the Portuguese. But there are other fears of which perhaps he is himself unconscious. It is very difficult to be self-analytical in this respect. May I say: what he is afraid of is international opinion of the western democracies. May I submit that it is a tainted opinion? They themselves have been encouraging the Portuguese; otherwise the Portuguese would never have taken the attitude they have taken. May I suggest that the fear which is at the base of our Prime Minister's policy of waiting is the fear of the Western Powers?

If of this very same international opinion at the time of the Quit India resolution Gandhiji said that it was not the opinion of that day that should count; it is the opinion of history that will count. We are living in historic times and our actions should be in historic perspective—not what England and America or any other country would say today but what will be written in history; whether we acted at the proper time or whether we did not. It is the only question that is before us and we know that the opinion of England does not count in this matter and should not count in this matter.

I am sorry to say that an impression has gone round that when the Prime Minister prohibited Indian volunteers from crossing the border, it was because some Englishmen had said something. I know that our Prime Minister will vehemently protest against this. But this is the suspicion and in politics we have to take into consideration the suspicions of

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the people also; it is not always what we do but what the people think of what we are doing and the way in which they say this—that is also very important.

Yesterday, the Prime Minister was talking of our connections with the Commonwealth. He was saying that we are sentimental. We are not sentimental about this. What we are afraid of is that even if we do the right thing, some people, even in our own country, would suspect that we are yet under the thumb of England. What do we get from this Commonwealth link? If our Prime Minister wants it, he can have a treaty as we recently had with Communist China, if we are so enamoured of England. I have no objection if we have a treaty with every country in the world. We are a peace-loving people; let us have a treaty with England. But why are we connected with an Empire which is suffering from colour bar? It is not only Malan that is suffering from colour bar but I say that if there is one country in Europe and America where there is colour bar after Malan, it is England. Those Indians who have been there tell us, and those who have travelled in English ships know what the position is when they go in those ships to Europe. It is not a question of sentiment. I have got it from Sucheta Devi who has travelled in one of these ships and I have got it from many other people—the P. & O. steamers, the treatment they give to Indians. This is what we get from our connection with the Commonwealth.

But talking of Goa, we have spoiled the situation. I am sure if the Goanese people had known that in their struggle they would not have the support of India, and the Government of India, they would not have started this movement. They are too few to start a movement. And the Portuguese Government is supported by big and powerful Powers. We made them to understand, we by our actions, the Indian people, and I say also the Indian Government by its action, gave an impression that it was sympathetic to the movement and that it will not hamper it. Now we have left them in the lurch. What is the result? The result is leonine repression in Goa. And I say we are responsible for it. No respectable man can breathe freely there. There are no civil liberties. There is terrorism everywhere. Yesterday I read in the papers that the Portuguese have declared that all the Goanese living in Indian territory are non-Portuguese. That means they are Indians now. Even they cannot go and join the struggle there. I also read that the Portuguese Government in Goa has been taking signatures under pressure, under threats, saying that the Goanese want the Portuguese rule and they do not want amalgamation with India. I say we are losing valuable time. And Goa is a plague spot if we do not cure it of its plague of foreign rule.

That is all that I have to say, Sir.

Shri Venkataraman (Tanjore): If we carefully analyse the speeches which have been delivered on the other side, except for one matter they mutually cancel each other. Professor Hiren Mukerjee's complaint that we are the lackeys of Anglo-American imperialism is cancelled by Mr. Chatterjee's criticism that we are fellow travellers with the Communists. That is how the whole debate has been progressing, except for one matter in which the opposition is more or less agreed. It is only in respect of that that I propose to confine my remarks this afternoon.

The point has been raised, both by Mr. Sadhan Gupta and by Mr. Chatterjee, and even by our esteemed leader Acharya Kripalani, that we are members of the British Commonwealth of Nations and therefore we have surrendered our national sovereignty and dignity and so on. Let us analyse this position. The House knows that the Commonwealth is no body corporate. It has no membership. It has no obligations. It has no duties, nor has it any rights. Nor is it a treaty organisation like the N.A.T.O. or like the S.E.A.T.O. It is a loose association of members who have nothing in common except to follow what is agreed upon amongst them as the policy. They are not bound by any dictates of any country on any matter. If any one country in the Commonwealth were to be bound by the dictates of one country or by a group of countries, then it could be said that membership of the Commonwealth imposes an obligation on the part of the member countries which is derogatory to the sovereignty of that country.

Mr. Sadhan Gupta made certain pointed references and asked: what is it that we have gained by being members of this Commonwealth; if anything we have suffered all along the line. Firstly, he said: look at the sterling balances settlement. Mr. Sadhan Gupta did not develop that point. He merely said—I will quote the exact words—"We have to our great prejudice settled the sterling balances against our interests. Those balances were won with the sacrifice of three and a half millions of lives in Bengal." He did not say how we have settled this question of sterling balances to our disadvantage. If you carefully analyse the sterling balances settlement you will realise that at that time there was a general opinion that England would not be able to honour her obligations and that there should be an endeavour on the part of the United Kingdom and other countries to get an abatement of the liabilities of England in respect of goods and services supplied to them during the war. And a great endeavour was made by many politicians in the United Kingdom at that time saying that out of the balances which have been accumulated by the member countries in the sterling balance account, a portion of it at least should be treated as some contribution by them towards the war effort. If you recall that in 1919-20, immediately after the last war, we made a glorious contribution of one hundred million pounds as India's contribution to the defence of democracy in the world, and when we realise that in the 1947-48 settlement the entire account that was due to us was kept intact and there was not even an abatement of a single farthing or penny that was due to us, I fail to see how it can be charged that we have made a settlement which is contrary or prejudicial to our interests.

The settlement, if anything, laid certain conditions as to withdrawal. But even those conditions with regard to withdrawal were not strictly observed. In 1949-50 we drew more than the amount which we were allowed to draw under the settlement. I think we drew to the extent of nearly Rs. 165 crores at that time, because of our food shortage difficulties and other national crises.

Then again it is not true to say that we have not been able to draw from the sterling balances. Our sterling balances position today is quite different from what my friend Mr. Sadhan Gupta believes. We have more accumulations to draw, and we have not drawn them. Thanks to the favourable balance of trade in our behalf we found that it has not been necessary for this country to draw on the sterling balances. So that is entirely a fallacious argument.

Pandit Thakur Das Bhargava: The financial settlement was also quite favourable to us.

Shri Venkataraman: I only met Mr. Sadhan Gupta's point. It is undoubtedly true that the financial settlement was very favourable to India.

Now, Mr. Sadhan Gupta asked: why is it that we are members of this Commonwealth. There are certain countries in the world which follow a same pattern of political systems. We follow parliamentary democracy with a cabinet system as the pattern of our political system. All the Commonwealth countries have the same system. Rule of law is the basic

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principle of the Commonwealth countries. If you examine the constitution of other countries, they may have democracy of the parliamentary variety but not a cabinet system, or there will be no democracy of the type we know and there will be people's democracies of the definitions of their own. So a certain amount of uniformity in the Political System and administration brings us together, and there is nothing more than that.

There is the other aspect, namely the economic aspect, of our membership of the Commonwealth. Our pattern of trade is very largely with the Commonwealth countries. Either due to historical reasons or any other, India has nearly fifty per cent.—actually 48 to 49 per cent.—of her trade with Commonwealth countries. Because the pattern of trade is with the Commonwealth countries, we have certain advantages by being members in the Commonwealth. In the last debate relating to the Imperial preference, the Commerce Minister pointedly drew attention to one or two facts. He showed that we have actually given preference to the tune of Rs. 52 crores to the Commonwealth countries and we have obtained preference to the tune of Rs. 205 crores. Nobody would say that our membership of the Commonwealth is in any way disadvantageous to ourselves.

Shri Sadhan Gupta went on to refer to certain political aspects. He said that the fact that we have stopped non-Goans from entering into Goa territory is a proof of the pressure that has been exercised by the United Kingdom on us and that, he interpreted as pressure by the Commonwealth countries. In developing this point, Shri Sadhan Gupta made a mistake. It is absolutely true and correct to say that so far as the French possessions in South India are concerned, where the liberation movement has taken place, the movement has been entirely of the people of those territories. The Indian population did not go and offer them any assistance. It was a movement for liberation of the people in those areas themselves. In fact, the Prime Minister in the course of his several statements has definitely stated that it is not for the other people to go and mix up with the liberation movement which is springing spontaneously in those areas. Shri Sadhan Gupta said, while you allowed the Indian nationals to go and mix with the liberation movements in Nettapakkan and other areas, in South India under French possession, you deliberately prevented non-Goans from entering into Goa, because of pressure. If his premises were right, the conclusion would be right. But, his premises are totally wrong. The premises on which he stands that in the case of the French possessions, the Indians were allowed to go and participate in the liberation movement are totally incorrect. Therefore, it does not stand to reason why we should have allowed Indians to go and participate in the liberation movement in the French possessions and not allow them in the case of Goa. The policy of the Government of India is consistant in this respect. It is that the liberation movement should be a movement of the people of those areas, and they should assert themselves to the extent that the Government of those countries will not be able to continue further without the co-operation of the local population.

Dr. N. B. Khare (Gwalior): Why should India then claim Goa?

Shri Venkataraman: Mr. Deputy-Speaker, I am not competent to lay down the policy of the Government. To the extent I know of the policy of the Government of India, we do not claim any particular area with a view to aggression or to take it into our possession. All that we have always said and have been saying consistently is, that the people of those territories have got the right to liberate themselves and join with the motherland of which they form part.

It is never the policy of the Government of India to say, we will go and annex Goa, or we will go and annex any other territory. I do not know: I may be wrong.

Dr. Ram Subhag Singh (Shahabad—South): That belongs to India. It is the policy of the Government. That is ours.

Shri Venkataraman: No. no. I want to make a distinction between the Government of India claiming a particular territory and the people of those areas claiming their right to form part of the Indian territory.

Dr. Ram Subhag Singh: Mother and child, both have the right.

Shri Venkataraman: My hon. friend asked the question, why should the Government of India claim Goa. I said that the Indian Government does not claim Goa. What I have said is that the people of Goa want to liberate themselves from foreign domination and join themselves with India.

Dr. N. B. Khare: You do not want to help them.

Shri Venkataraman: I do not understand the word 'you'. Does the word 'you' mean the Government of India? Does the word 'you' mean the people of India?

Shri V. G. Deshpande (Guna): Yes.

Shri Venkataraman: Does the word 'you' mean the people of Goa? If the word 'you' means the Government of India, I say it is not the policy of the Government of India to go and annex any territory. If you say that 'you' meant the people of India, certainly, we are brothers and we want to go and help.

Dr. N. B. Khare: Does not the Government of India represent the people of India?

Mr. Deputy-Speaker: Let there be no questions.

Shri Venkataraman: I think I had better to go on with my speech.

Shri Sinhasan Singh (Gorakhpur Distt.—South): May I know whether the hon. Member holds that if the Goan people do not do *satyagraha* and liberate themselves, the Government of India will allow Goa to remain under Portuguese possession?

Dr. Ram Subhag Singh: Never.

Dr. Rama Rao: I would like the hon. Member to reconsider his statement that the Government of India does not claim Goa. I think he was wrong.

Shri Venkataraman: I did not say that. I would like to make the point clear. Government of India does not want to annex any territory. That is what I said.

Shri Kanavade Patil (Ahmednagar—North): For the present.

Shri Venkataraman: The people of India want Goa to be liberated and the people of French territories have ....

Dr. N. B. Khare: The people liberate and the Government of India will pounce upon them.

Shri Nand Lal Sharma (Sikar): There is no question of annexing Goa because it is our own territory.

Pandit Thakur Das Bhargava: The decision of not allowing Indians to go to Goa is in the present circumstances. If the circumstances changed, Indians may be allowed. The Prime Minister has never taken up the stand that at no time will Indians go to help the Goans.

Shri Venkataraman: I will illustrate my point by a reference to what happened in the territories under the French possession. Four or five communes have been liberated by the people themselves. The Government of India has not undertaken any responsibility in respect of them. These territories are being administered by the people themselves who have liberated themselves. They have formed their own police force. The law and order situation is maintained by them.

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The 50,000 people constituting these liberated areas have got separate courts of law. So that, the point is clear. So far as the Government of India is concerned, its position should not be misunderstood as one of aggression on any territory. So far as the people of that area are concerned, they are entitled to liberate themselves and join with the people of India, which is their birthright. It is on that wrong premise that Shri Sadhan Gupta based his argument. He said, while you allowed the Indian people to go and participate in the liberation movement in the French possessions, you do not allow the Indian people to participate in the Goa struggle. That, I say, is incorrect. That, as a basis for the argument that we have been bound to that position by the Commonwealth, is totally unsustainable.

Then, Acharya Kripalani referred to a number of failings on the part of the Government of India. He said that we have failed to solve a number of things which he detailed. For the purpose of solving problems, I suppose the Government must have power. Even if we were the arbiters of the destinies of the world, we could not have solved all the problems in the world. He failed to realise that we are one of the many countries inhabiting this world. We are endeavouring to do our utmost. The only test that should be applied is, have or have we not done our duty on the right side at every stage when each mistake took place. Take the case of South Africa. Consistently for the last seven years,—now it is the 8th year,—India has placed this question of racial domination in South Africa on the agenda of the United Nations. It is in pursuance of the efforts of India that high-power Commission was constituted. If one of the countries refuses to abide by the decision of the United Nations, is India to be blamed? It is the country which refuses to abide by the decision of the general will of the people of the world that is to blame. That cannot be said to be one of the failures of the Government of India. If we had failed in our endeavour to take this matter time and again in the highest councils of the world, if we had shown any laxity in pursuing that question, if we had been half-hearted in not only sustaining the case of the Indians, but of the Africans themselves, in South Africa, where racial discrimination is very acute, it may be said that we have failed in our duty. So far as that charge is concerned, it is very well known throughout the world that but for the endeavour that India has made every year persistently, this matter would have been relegated, as many other matters are, in the United Nations.

Then, let us take the question of SEATO. My friend Mr. Chatterjee said that we have failed to stop this SEATO coming into existence. As I said, it is not possible for a single country like India to stop the SEATO coming into existence. But, what is the attitude that we took in respect of SEATO when this matter was being discussed? And this will also be interesting because of the influence we tried to exercise over these Commonwealth countries. I am reading from a report in the *Daily Express* of England where one of the columnists, Derek Marks, says as follows:

> "To ensure that White Hall is left in no doubt about what he thinks ...."

—"he" means Nehru—

> "....he has sent Mr. Krishna Menon to London to impress the Indian view on the British Government."
>
> Referring to Mr. Menon's two interviews with Mr. Eden, Marks said: "At each of his calls the Indian emissary stressed that his Government was unwilling to accept any guarantee against Communist aggression.
>
> Mr. Menon made it clear that the Indian view is that the whole

> SEATO plan is contrary to the provisions of the United Nations Charter."

That is how we are able to exercise our influence over the Commonwealth countries also. We do not care what they think about it, but it is the duty of India which she fearlessly discharges at every stage of bringing to the notice of the other countries the fateful decisions which they are taking which might endanger peace in the world.

Then so far as SEATO was concerned, India's opposition has been so well known that to a large extent the organisers of the Manila conference were on the defensive all the time. They were put on the defensive and they had to be apologetic. It was also pointed out, as Mr. Krishna Menon is reported to have said, that the SEATO agreement is contrary to the United Nations Charter. People know that under article 52 of the United Nations Charter, any regional agreement can be entered into provided that such arrangement or agencies and other activities are consistent with the purposes and principles of the United Nations Charter. Now, here is a case in which a regional agreement is sought to be made against another member of the United Nations. And this was also pointed out in the various discussions which took place.

Now, Mr. Sadhan Gupta may also remember another thing. He was in praise of what India had done in the Geneva conference. Now, so far as the Geneva conference is concerned, I submit the amount of success which it had achieved could not have been achieved by India if India were not a member of the Commonwealth. Our right to approach other nations, our freedom of expression with the other nations which constitute the Commonwealth, they all helped us and helped the world to tide over a very serious situation, and but for India being a member of the Commonwealth, she would not have been able to exercise that amount of influence,..........

Dr. N. B. Khare: Is it not a fact that a citizen of the Indian Republic is still a British subject?

Shri Venkataraman: ...... would not have been able to exercise that influence for the good of the world.

Now, there is another aspect of this question which is causing some disturbance, *i.e.*, the relations with Ceylon. So far as the relations with Ceylon are concerned, I must convey our great fears and doubts with regard to the forthcoming conference between the Prime Minister of Ceylon and the Prime Minister of India. For the last several years now, we have entered into some agreements, pacts, arrangements and so on. It is unfortunate that each one of them is so interpreted to the disadvantage of the Indians. Now, if we have to take back all the Stateless persons into India, it will create such a great problem for South India, for the State of Madras, that it will not be possible to handle the situation. These people went to Ceylon at a time when her economy was entirely undeveloped and they have contributed during these years to the development of the economy of Ceylon, to the prosperity of Ceylon. Therefore, I submit they are entitled to share in that prosperity. Any endeavour on the part of the Ceylon Government to now send them away on one pretext or other and thus deprive them of the fruits of their own labour would be a serious matter of, I should say, a breach of good faith on the part of Ceylon. I fear that in the discussions which are now to take place in Delhi between the Prime Minister of Ceylon and the Prime Minister of India sufficient safeguards may not be forged for the benefit of the Indians who have been there for generations.

Lastly, I want to correct one misapprehension which has been repeated by Acharya Kripalani as well as Mr. Chatterjee and others regarding Tibet People who know history understand that from time to time

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China has claimed some sort of suzerainty over Tibet. The amount or the extent of such suzerainty which was exercised over the area of Tibet was varying with the strength of the Government in China. If the Chinese Government was strong, then there was a greater exercise of suzerainty. If the Chinese Government was weak, there was greater autonomy in Tibet. Now, before the People's Government of China established itself, when still Chiang-Kai-Shek was the head of the Chinese Government, an application from Tibet went to America and they wanted to sell Yak tails, the tails of the animal Yak. They were politely told that they still were under the suzerainty of China and that they were not an autonomous independent State. Now, if they were under the suzerainty of China when Chiang-Kai-Shek was in charge of the administration of China, does it immediately become different because the Government of China has changed, or some other person has come into possession of control of the country? It continues to be. If the suzerainty of China over Tibet existed at all, it continues to exist, whatever is the Government. Therefore, there is not much of logic in saying that now it is no longer under the suzerainty of China and that it is a case of aggression. Well, we are trying to find out complaints against the Chinese Republican Government when we say that they have either made an aggression on Tibet or they have swallowed up Tibet as has been suggested by Mr. Chatterjee. The only question is if the people of Tibet had ever protested against such an act. Mr. Chatterjee referred to a complaint that was made by Tibet to the United Nations in 1950. I understand that it came before the General Committee, *i.e.*, the steering committee which places the items on the agenda of the United Nations. At that stage itself it did not find any support from any nation and it failed. It would be wrong to accuse India as having betrayed Tibet.

Pandit Thakur Das Bhargava: India is not omnipotent to see that the entire world questions are settled by India. Can we do it?

Shri Venkataraman: That is exactly my point. That is why I said, when a committee which consisted of representatives of the five Big Powers with the Chairman of the several committees of which India was only one member, that it cannot be said to be one of the failures of India if India was not able to get the question of Tibet on the agenda of the United Nationals. After all as I prefaced by speech, India is one of the nations in the world, and we would not even be able to say that it is one of the big Powers in the world.

Shri Asoka Mehta (Bhandara): Do you want to be a Big Power?

Shri Venkataraman: It depends on the connotation of the word "big". If you mean big militarily, we are not very anxious to be. If you mean big in the way in which we are trying to find a solution for the problems of the world and find ways for peace for humanity, certainly, we do want to be big in that way. In that sense, we are really big today. Among the nations of the world which are now torn today into warring camps, it is only India that is trying to lead a path of friendship, a path of peace, and a path of progress. Peace is necessary to us, and as the Indonesian Prime Minister said, it is not a luxury but it is an absolute necessity for us. But for peace in the world, our progress would be stultified. It is for that reason more than anything else, and in the enlightened self-interest of our own nation, we should see that we must have peace.

[PANDIT THAKUR DAS BHARGAVA *in the Chair*]

Dr. Ram Subhag Singh: Though I have been given time at the fag end of this debate, I am glad that the point which I want to make has not yet been touched. The point which I want to make is indicated in the amendment, which I have given notice of, and which reads:

> "That for the original motion, the following be substituted, namely:
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> "This House having considered the international situation and the policy of the Government of India in relation thereto is of the opinion that the Government of India should immediately declare that it does not recognise the sovereignty of any foreign nation in any of the foreign possessions in India."

This is a very simple amendment. I think there is none in the House who does not desire that the sovereignty of any foreign nation should come to an end in India. But it does exist, and the sovereignty of Portugal and France is being recognised by the Government of India even today. Therefore, through this amendment, I want that the Government of India should immediately declare the end of the recognition of the sovereignty of Portugal and France over Indian possessions here.

I do not want that the people of India should indulge in violence for liberating Goa, nor do I intend that the Government of India should march its army into Goa and take possession of Goa, but I do desire that the people of India, who also include the people of Goa, should be enabled and should be given full freedom to do what they like in regard to liberating Goa. But I emphasize the word 'non-violent'. They should not be allowed to be violent. Moreover, I want that the Government of India should not create conditions here in which the people of India may be compelled to remain silent spectators of the misdeeds which are being committeed daily by the Portuguese authorities in Goa. There is a limit to all this, and I want that the Government of India and the people of India also should impose a limit on the Portuguese authorities in Goa, so that they may not go on committing acts of omission and commission in Goa. For the last four hundred and fifty years, the Portuguese authorities have resorted to actions in Goa, which have been most deplorable and despicable. They have resorted to means which have practically ended everything that the Goans possessed. Despite the fact that they are undergoing untold sufferings and indignity at present under the blows and kicks of the Portuguese authorities, the Goans are practically devoting everything that they are having in the cause of liberating themselves. At this time, I think it should be the concern of the people of India and also the Government of India that they should stretch their helping hands to them, so that Goa may be liberated soon.

Now, let us see what the position of Goa today is. Time and again, the Portuguese authorities have pointed but that the Portuguese sovereignty over Goa is regulated by the Anglo-Portuguese Treaty of 1661, under which the territorial integrity of these Portuguese possessions was recognised by Britain, and Britain also assured. Goa that she will go to their protection in case of need. Now, we are fortunate that the present Government of India do not recognise that position. Despite the fact that the Government of India do not recognise that position, for some time negotiations regarding Goa's future went on between India and Portugal, but the negotiations were sabotaged when Portugal became a member of the North Atlantic Treaty Organisation in 1950, and immediately after that, the Portuguese National Assembly modified the Portuguese Colonial Act, by virtue of which it included the foreign possessions of Portugal as overseas provinces. The idea behind that modification was that whenever the foreign possessions of Goa wanted to liberate themselves, Portugal should invoke the aid of the NATO Powers, which it is doing at present, by trying to persuade the NATO

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Powers to come to Portugal's rescue, when the Goans wanted to start their *satyagraha* movement on August 15, 1954. After modifying that Colonial Act, Portugal intimated the Government of India that the Government of Portugal would not discuss Goa's future with the Government of India. This fact was intimated to the Government of India on 14th August 1950, and since then, any hope of a peaceful settlement of the Goa problem has been practically rendered futile, and if we say that we can get the Goa question settled peacefully, I do not think how far it is relevant. Even after getting that intimation, Government are still saying that it would be in their power to liberate Goa peacefully only by negotiation and exchange of notes.

After 1950, Goa progressively became a hotbed of intrigues and ruffians and so on and so forth. At present, there are over 30,000 White and Negro soldiers there, and everybody knows that seaports and airports are being constructed there at by American and NATO aid. I think here comes the question of Commonwealth friendship. Yesterday, the Prime Minister said that we have achieved a lot, and just now some hon. Members were pointing out that by being in the Conmmonwealth, we have gained a lot. But I notice that we have not gained anything so far as our interests are concerned, by being in the Commonwealth.

In regard to Goa, it was the Commonwealth, it was a senior member of the Commonwealth, our common colleague Britain, that was responsible for our banning non-Goans from entering into the Goan liberation movement. On 15th August this year, when the question of starting a *satyagraha* movement in Goa came up, Mr. Clutterbuck and other persons fluttered round the the Foreign Office here, they approached the Prime Minister, and they created a hue and cry throughout the world, and it was practically at their instance that the Government of India recognised the fact that we should not allow Indians to go into Goa, and said that it was only the concern of Goans to liberate Goa, and we had nothing to do with that liberation movement. I do not think that that is a sound argument.

If we leave this problem, and we do not actively participate, what is to happen? By active participation, I do not mean that we should go to liberate Goa by violent means or by sending our army there, but I think that morally, every Indian is justified to go to Goa, because Goa is within our territory, and Goans are having a common culture, and everything common with us. Just as it was the concern of the people of India and the Government of India, when we wanted to liberate Bhopal, Hyderabad or Junagarh, it should be the concern of the Government of India likewise to liberate Goa, Pondicherry and other enclaves. I do not understand why the Government should not allow the volunteers from Nagar Haveli and Dadra to go to Goa.

2 P.M.

We should learn something from history also. History is full of instances where such enclaves have been liberated by the country in which they were located. For instance, let us see what was the position in 1803 in the United States. The present administration of the United States of America is creating difficulties for everybody throughout the world. No liberation movement is being assisted by them and they are coming in the way of the persons who love freedom. But in the 18th and 19th centuries, the Americans were practically assisting the liberation movements throughout at least the western hemisphere. In 1803, Thomas Jefferson created conditions for France to leave Louisana. France was compeled to leave Louisana—which is about 30 times bigger than Goa in size and 4 times in population—at a nominal price. Apart from that, only after 20 years, on December 2, 1823, President Monroe delivered a message to the American Congress which later became known as the Monroe Doctrine which provides that the interposition of any European Power to control the destiny of a Spanish-American State should be looked upon as a manifestation of unfriendly disposition to the United States. At that time, most of the countries of the western hemisphere were ruled by Spain and Portugal. Today also, we see that some Spanish people are supporting Portugal. There is also the Pope. I had pointed out in 1950 that it was wrong on the part of the Government of India to have given recognition to any religious dignitary. I asked what was the good of recognising the Pope as a State. Even today, I am not able to understand the reason for it. The Pope and our Commonwealth friend, Britain, have created confusion in this matter. The same Spain and Portugal in those days—in the 18th century and early 19th century—had practically killed the freedom of all the western hemisphere countries, and it was America which was championing the cause of freedom in those days. President Monroe by the Monroe Doctrine decreed that the interposition of any European Power to control the destiny of a Spanish-American State should be looked upon as a manifestation of unfriendly disposition to the United states and that the American continent should no longer be subject to any new European political acquisition. President Theodore Roosevelt after sometime interpreted the Monroe Doctrine a little more broadly. He declared that European nations could not use force to collect debt over there.

Compared to the stand taken by President Monroe in the western hemisphere at that time, the case of India in regard to Goa stands on a much stronger footing in every respect, especially when Portugal is flirting with the imperialist Powers to invoke the NATO Powers' aid for perpetuating Goa's slavery. Apart from this, NATO's link with Goa is of considerable importance to the Anglo-Portugese and American global strategy. I think it was because of this that the British Government, which is also our Commonwealth friend, sounded the Government of India not to work in the interests of any movement which the Goan Congress or the Goan people launched on August 15. Because of all these reasons, I think that Goa's continuation as a foreign possession might create global complications which might one day prove a threat to India's peace and independence. I think that this fact should be recognised by the Government of India. I am glad that the Goan people at least have read these writings on the wall and they are carrying on their movement for their liberation. I congratulate them, and, at the same time, I appeal to the Government of India to accept my amendment and to declare to the world that we do not recognise the sovereignty of Portugal, and France also, over any possessions which they are having here in India.

Dr. Krishnaswami (Kancheepuram): The Prime Minister has covered a multitude of topics, each one of which might form a subject of debate; it is, therefore, not possible for me to do full justice to all of them. The basic questions which I propose to propound in the few minutes at my disposal are: Does our foreign policy harmonise with our national interest? Does this policy promote the interests of the world community of which we are part and parcel, and which is today in serious danger of facing a mortal threat to its very existence by being organised into alliances and blocs? We have differences with the Government on certain questions of emphasis, but the policies, more particularly those concerned with SEATO and non-involvement are accepted and are in my judgment, calculated to promote the interests of India and the world community. I have no doubt that the vast majority in this House will endorse these policies of the Prime Minister.

Addressing a meeting of members of Parliament a few days ago, the Prime

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Minister of Indonesia pointed out that there were basic principles which had to be taken into account by Indonesia and India and other like-minded nations which had newly won their freedom. I should like, with your permission, to quote some of the remarks which the Prime Minister of Indonesia made. He said:

"Peace is not a luxury but a vital necessity so that we might develop and stabilise the prosperity of our people".

These are wise remarks, and we have in the interests of peace, which rank higher than those of power and influence, taken all and great risks; in taking such risks, we have incurred the odium and, possibly, misunderstanding of powerful nations. What has really surprised me—and I put this point of view before this House—is that there should have been a misunderstanding of the attitude that we have adopted, by influential sections of public opinion in the United States of America. I should have thought that the United States of America which played such a vital part in initiating the charter of the United Nations would have hesitated to misunderstand the attitude that we adopted on the question of blocs and alliances. Article 10 of the Charter of the United Nations has propounded with clarity the essential requirements of a United Nations General Assembly. The letter of the Charter, the proprieties which govern it and the objectives of the United Nations organisation, dictate independent existence of countries and an independent exercise of volition by the member-states of the world community. Indeed, if one analyses the articles of the charter one will find that those relating to the General Assembly intend each member State to bring to bear on world problems its independent judgment and visualise each state making such recommendations, as it thinks fit and proper in the interests of the community. We should understand that this Charter was drawn up after deep consideration of world problems and world security, and in the drawing up of it let us give credit to the United States of America—played a great part. It was even then suggested that disputes between member-States which did not belong to the category of the Big Five could be resolved by the Security Council bringing its pressure and its influence to bear on the disputants. But the vital question which faced the statesmen who drew up the Charter was: how to make the Big Five, in the event of their not acting together see light? How to bring to their attention the vital problems that faced the world community and of which they may not be keenly conscious? It was this problem that led to so much discussion on the powers that should be given to the General Assembly. According to article, practically unlimited powers have been given to the Assembly so that it may act as the 'open conscience of the world', or as Senator Vandenberg put it, in classic language as the 'town meeting of the world'. How is it possible to have a 'town meeting of the world' if day after day you go on organising the world into *blocs*, if you are to go on organising the world into alliances? We would soon be having no such thing as an open conscience of the world finding expression in the General Assembly. I venture to think that the organisation of nations into groups and into alliances does tend to undermine our security and the longevity of the Charter. From the point of view of long item interest, may it not be proper to affirm that even the United States of America would agree that organisation of *blocs* and alliances spells disaster to all nations big and small.

The Prime Minister devoted a good proportion of his speech to a consideration of S.E.A.T.O. Now, Sir, SEATO is not a regional organisation. It cannot be in the nature of circumstances. Article 52 of the Charter clearly points out that if nations enter into regional agreements such agreements must be in harmony with the purposes and principles of the Charter. But the constitution, and the purposes for which SEATO has been formed, rule out its being considered a regional organisation. The time chosen for convening the SEATO Conference, the manner in which the parties were invited, the manner in which the articles were drawn up, all these go to prove that SEATO was not intended to be a regional organisation. It is only a new bloc. Maybe certain nations of the world felt that they should enter into an agreement for important reasons. But there is a duty cast on us who do not happen to share the view that blocs or alliances, promote security to organise area of freedom, area in which national initiative is not lost so that when we participate in world affairs we might bring to bear an element of sanity, and also persuade the world community to act in conformity with the principles of an open society of the world.

This in fact, is the main reason behind our opposition to SEATO. It is not that we believe in the slogan of Asia for Asians. We feel that we should play our part in creating an environment where the nations of the world may exercise their independent judgment and their independent volition in the United Nations Assembly. The nations of the world have to soften considerably harsh asperities that have tended to militate against the growth of normal understanding between members of the world community.

The Prime Minister referred to many developments occurring within each country. He gave expression, to a pertinent remark namely, that our times had witnessed the growth of subversive movements within many countries and that these movements had tended to evoke fear in the minds of millions and that these were responsible for the organisation of SEATO. But is SEATO the proper method of countering such subversive forces. What may help to curb if not scotch interference from abroad is the possibility of having this debated openly, in the world forum. Indeed, if one analyses the constitution of the general Assembly and I am referring to it again, because the United States of America, played such a great part in the evolution of the charter one will find that Article 11 of the Assembly gives unlimited powers to member-States to bring to the notice of the world community the manner in which interference from abroad tends to overthrow a Government. Possibly, as a result of discussions, possibly as a result of compromise, possibly fearing from exposer we may be able better to avoid interference than by keeping ourselves in isolated camps.

Today it is difficult for the United States of America to appreciate our view point. Let us remember, after all, that SEATO has been inaugurated in a year in which elections to the Senate are to take place. In that great country, domestic issues sometimes tend to dominate judgement on international problems; often it is considered to be good election propaganda to have something to the credit of a party and SEATO might after all be a make-shift organisation which has been devised with a view to getting more votes in the coming elections. But sooner or later—sooner rather than later—I venture to think that the sleeper must awake. There is a feeling even among those countries which are closely allied with the United States of America in feeling and objectives that this organisation of nations into blocs spells disaster, that such an organisation will bring about a collapse of the world community and that steps should be taken to arrest this development. Those who are familiar with what takes place in international conferences will admit that many of the nations of the world have begun to think of a new and fresh approach to international questions. Speaking quite recently at the Economic and Social Council Conference held on the 21st of July 1954, at which Sardar Swaran Singh and Mr. Dharma Vira represented our country, the delegate of Chile, the representative of

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the Chilean Government, Mr. Diaz Casanueva, made the following observations which should be pondered over by this House as well as by our friends in the U.S.A. :

> "The experience of United Nations debates had shown that delegations' stands on procedure were determined by their positions on substance. The consequent division of delegations into opposing blocs often prevented effective decisions and led to weak resolutions. Such methods might satisfy some members of the Council, but could not meet the aspirations of the peoples of the world. The tendency to vote in blocs had had an adverse effect on such questions as economic development, which had some analogies with the principle of self-determination. Thus, under-developed areas which were dependent on metropolitan Powers were hampered in their efforts to achieve industrialisation and economic development."

Partisanship does not promote durable peace. Nor should an absence of partisanship be confused with neutrality of identification with the Soviet bl.c. Here is an instance not a solitary instance of the representative of the Chilean Government, which is linked by close economic and social ties with the United States of America, being unable to stifle the demands of his conscience. Such speeches and they must be numerous throw a flood of light on the way in which public opinion is moving in different parts of the world.

I have time to refer to only one other matter of great importance to us in India and particularly in the South. This is an important question of implementation of the Indo-Ceylon agreement. When it was signed I was one of those who was critical of the ambiguous terms found in that agreement. Perhaps, out of a desire to promote a more cordial understanding, perhaps relying on a sense of fair judgement, we gave our neighbours free scope to interpret it. All this is creditable to our sense of generosity. Nevertheless I am glad that the Government has adopted a correct stand on the issue of 'Stateless persons'. I should like this House to realise that is an important question which affects us both nationally and regionally. Historically, as the Prime Minister pointed out on a previous occasion, circumstances led to people of our country going over to Ceylon. We never foisted an Indian population on Ceylon. Now productivity in the tea estates is in a large measure due to labour which is primarily of Indian origin. If the Government of Ceylon denies these people citizenship and keeps them as Indian nationals then a serious question of national interest and national importance arises. India cannot under any circumstances be the supplier of coolie labour which is what it would be if citizenship rights are denied to these peole. It is derogatory to our self-respect; it would cause intense resentment in our free country. If the Government of Ceylon wants the Indian worker, let Ceylon be honest about it and give him citizenship rights. Otherwise, we might have to consider whether this labour force which is of Indian origin cannot be withdrawn. Happily, the Government of India has decided to act firmly and I would wish it to be both polite and firm and impress on the Government of Ceylon the advantages of cordiality and the need for taking a long-range view of Ceylon's interest. We have nothing else but friendship for Ceylon, but friendship must be based on mutuality of interest.

Shri Thanu Pillai (Tirunelveli): Chairman, Sir, the previous speaker touched upon Ceylon and I would like to devote some time. Our Prime Minister finished it in a few words. Those few words show how much he feels about it and the difficulty of the situation. But, Sir, I submit that in applying a formula for solving certain problems, let us not forget to apply that to ourselves. Our Prime Minister criticised both American and European countries of trying to settle things about Asia without even consulting Asian countries. Let us not do the same to Indian settlers in Ceylon by doing anything which will affect them without consulting them. In dealing with other countries we endorsed co-existence which connotes diversity and differences and also unity in diversity which has been our motto. But our friends criticise this formula from two angles. One side shouts co-existence with us but does not cooperate or contribute to co-existence. The other side ridicules co-existence but does not suggest any other alternative or accept the consequences of siding with one bloc or the other.

Sir, our country has contributed much for the peace in Indo-China and Korea, but the credit is not being conceded to India. Our Communist friends opposite are so zealous of their cause that they say that this peace in Indo-China is the outcome of liberation of other countries like Russia and China and India also has contributed.

What our people are doing is not appreciated by others, and not even by our little brother Ceylon and it is doing things which are not good in reciprocity, things which are bad. They are doing propaganda every day against India. The other day, a leading paper of Ceylon was giving alarmist news about India that Kashmir is infested with Communists and that it should be protected from Communists. You can imagine what they want. This is what they give in return for all the moderation and cooperation which we want to extend to them even though it causes some difficulties for our own people. They are not doing this for the sake of any political ideology or principle but because of personal grudges among themselves. There is a race going on amongst cousins for the post of Prime Ministership and no concession from us can save the situation. That has been the trouble for our people and their political ideology has always been to raise the Indian bogey and go to the people for catching votes and seek power.

We have been obliging them when we were not a free people by allowing Indian labourers to be exploited economically, culturally and politically. But, after becoming a free country, after the declaration of independence we have been telling our people—this we have been doing even before we were free—that the honour and the prestige of the Indians throughout the world will be protected by our nation and by our Government. But now to shirk that responsibility is not proper. Our people have gone there, not of their own free will, but at the invitation of Ceylon which wanted our help. Not only labourers but other people of Indian origin who continue to be Indians are also there. It is amazing that a friendly country is trying to deport thousands of Indians who are normal residents and who are leading peaceful lives. I have not heard of any other country, deporting people of other countries during peaceful times. Our Prime Minister told us yesterday that 10 million Chinese are spread throughout South-east Asia. I have not heard of any Chinese being deported from anywhere in any country. There are about 3 million Indians living outside India. But the Indians overseas are the only people that are being deported. Ceylon is so close to us and they claim such kinship with us—they call themselves descendants of Indian origin—and still they are doing this. I cannot understand the philosophy behind it or the reasonableness about it.

Sir, we have agreed to take back some of these persons in lots of 5,000 about 25,000 people. They are, of course, of Indian origin but have decided to be Indian. This is a great concession that is being granted to Ceylon to accommodate her wishes; but that concession is now being tried to be entended to the permanently settled population of Indian origin, who are,

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for all practical purposes, Ceylonese. And, they want India to recognise that every applicant of the Indo-Pakistan origin, who has not been able to acquire citizenship rights under the stringent laws of Ceylon is an Indian. I submit that if you recognise that, not only 100,000 or 150,000 but 850,000 persons of Indian origin will have to be taken back. The Ceylon Government are not in a mood to give citizenship rights to more than 100,000 or 200,000 Indians. They want essential labourers for scavenging or for tea-plucking whom they want to keep with them and call them Indians. They want us to recognise them as Indians. They want us to be their coolie depot. Therefore, I submit that in our dealings with Ceylon, though we wish them well, as our Prime Minister wished well to Pakistan, we should be firm. They are conjuring up bogeys of future Communist India invading Ceylon. This is the answer that they give to their people for not having taken over the Trincomali base from Britain. This is the answer given by Mr. Kotelawala, the Ceylonese Prime Minister. If this is the sort of attitude, I see no reason why India should give in even a bit. Not that I suggest that we should liberate the Indian settlers as some other countries are liberating their people, but, if we cannot help the Indian settlers, let us not hinder them, by pleasing Ceylon and allowing them to use their Communist bogey to oust the Indian settlers and throw them into the Palk Straits.

Let us not give recognition to the Pan Sinhalese movement which is there now. This movement says that nobody who is not descended from those Sinhalese who were there in the country in 1815 the descendants of the people who betrayed King Ehalapola to the British invaders is a Ceylonese and should not be recognised as such.

More than that, there is another population of about a million Tamils. Another bogey is also raised that the Indian Tamils and the Jaffna Tamils jointly will become a Tamil race and become the Tamil masters in Ceylon. It is all wishful thinking or fear complex. We cannot allow our people to be uprooted and thrown away like this to allay the fears of the Ceylon politicians.

One more point, Sir. It has been reported that our Finance Minister said that the Indian Government cannot take the responsibility for the Indians who are being deported from Ceylon. I do not know whether he said so or not. But, there was a Press report to that effect. I would like to have a clarification and an assurance from the Prime Minister that those people who are displaced from Ceylon will be treated as displaced persons—as the displaced persons from Pakistan are treated in India. If people are rich and have got the means of livelihood, we do not mind much what happens to them. But, there are lots of people who are of the middle class, who are labourers, who have nothing to fall back upon in India and they will have to be beggars in the streets of South India. It will not be healthy or good for our country, for our prestige and peace and tranquillity in our country. In our own interests and in the interests of justice and fairplay, I request the Government to deal with Ceylon in a proper and firm manner and not yield to enticement of intimidation.

The Prime Minister and Minister of External Affairs and Defence (Shri Jawaharlal Nehru): Mr. Chairman, Sir....

[MR. DEPUTY-SPEAKER *in the Chair*]

...I am deeply grateful to the House for the generous terms in which nearly all the Members have spoken, and have referred to our broad policies in regard to international affairs. I am particularly grateful to the hon. Member opposite, Acharya Kripalani, for his overgenerous language in this respect. And, may I say that, in a large measure, I accept many of his criticisms also. He referred not only to our successes but to our failures. I admit the failures, except that I would describe them somewhat differently. Failure has some finality about it. I would say: 'lack of success'; because we continue trying for success and I hope that we shall achieve success. But, I admit that completely we have not achieved success in regard to the many matters he mentioned—Kashmir, Pakistan, South Africa, Ceylon and Goa. He referred to one or two other points. For instance, he said that we were unable to stop the formation of the South East Asia Treaty Organisation. Well, I do submit that we can hardly be accused of being unable to do that. All we can do is not to associate ourselves with it. We do not control the ways and activities of the nations of the world.

Now, perhaps, it would be as well if I dealt with some matters, which will not take much time, to begin with, and having disposed of them, then dealt with two or three questions which have attracted much attention in this House—Goa, for instance, more specially—and I should like to say something, again, about what is called the 'Commonwealth link': then finally, about our broad policy which covers all these matters.

I should like the House to remember that, if we have a broad policy, other smaller matters have to be integrated to that broad policy. Hon. Members may like one part of it and not like something else; but, I should like them to see the link between the two, the logical link, that if we do not follow up something here, that affects our doing something elsewhere.

Acharya Kripalani hinted at the fact that our policy in regard to Goa was perhaps influenced by what the United Kingdom said, the Commonwealth said or somebody else said. Prof. Mukerjee also said, in stronger language, much the same thing. Now, I am not dealing with the Commonwealth question at the present moment—I shall do so later—but what I am venturing to suggest is this: that, what we did in Goa—whether it was right or wrong is another matter—or what we are doing there, has nothing to do with what the United Kingdom said or any other country said to us. It had not the slightest influence on us. In fact, if I may say so, the effect of it on us was a contrary effect; because one does not like to be told as to what is right or wrong in regard to one's policy, by another country. Also, I would add, that in regard to Goa, what we were told by some countries was not exactly what, perhaps, some Members imagine. No country told us to do this or not do that. They certainly expressed their concern about the situation and their hope that this will be settled amicably.

Now, I am free to confess that even the manner in which they expressed their concern in this matter did not seem to be the right approach or a proper approach. As the House knows, in our replies to them we made that perfectly clear. But, I can assure the House that those representations to us had not the least effect on our policy in regard to Goa—whether it is right or wrong we can judge. That policy was governed by our understanding of our broader policies and our trying to fit in Goa in the context of those broader policies.

Here I may mention that I was myself grieved at a certain development that took place about four or five days ago on the Diu border, where the police there had to indulge in what is called 'mild *lathi* charge' on some volunteers who were endeavouring to enter the Portuguese territory in Diu. I do not blame the police for that, because the police got into a difficult situation when they were being stoned by those volunteers. Of course—if I may say so in parenthesis—the so-called '*satyagraha*' takes a very curious turn in India. Nowadays everything is '*satyagraha*' however violent, however aggressive and however far removed from our own conception of *satyagraha* it might be. Anyhow, the

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poor police were put in a somewhat difficult position when they were being stoned and, apparently, they indulged in some kind of a *lathi charge* which injured some people. But, that apart, I was grieved by that, because it is not the function of our police or our people to indulge in any kind of violence in this matter. Suppose we decide—as we did decide—that it is better for large groups or bands of Indian nationals not to go into Portuguese possessions in India; that we should discourage them; that may be a right or wrong policy, but, certainly, it does not mean that we should indulge in violence and give effect to that policy. We made that perfectly clear to the State Governments and to the police concerned.

I should like to refer to another matter. I am told—I was not here then—that an hon. Member objected to our having given recognition to the Pope on the ground that it was wrong to give recognition to any religious dignitary. Further, he added that the Pope has created so much trouble for us in regard to Goa. Of course, both those statements are completely wrong. We recognised the Pope not in his capacity as a religious head—that, of course, is there—but as a temporal head of an independent State. It is true that he is the temporal head; sovereign head of an independent State that follows from his other positions, status etc. It is not our recognising any religious head as such, though, of course he is the religious head of a very big, large and widespread community. Further, it is quite wrong to say, and I do repudiate it, that the Pope has given us any trouble in regard to Goa. In fact, the dignitaries of the Catholic Church in India—I am not talking and I cannot of course speak about every individual here,—but the religious leaders of the Catholic Church in India—publicly expressed themselves in favour of the movement of the Goans for merger with India.

In fact, the House will remember that one of the main arguments advanced by the Prime Minister of Portugal in this respect was, that Goa was a Christian, and more particularly, a Roman Catholic sanctuary with remains of Francis Xavier, and that, somehow or other, if Goa became integrated with India, these remains and the place will be desecrated and all that; which was, of course, an absurd statement to make. It showed either complete ignorance of the fact that five million Roman Catholics live in India and have every opportunity to live, practise their religion and such other activities as they might indulge in. They are equal citizens as anyone else. Also because reference was made to St. Xavier, perhaps many Members of the House will know that in Bombay City, St. Thomas is supposed to have existed and I believe St. Thomas Mount is there.

Some Hon. Members: In Madras.

Shri Jawaharlal Nehru: I am sorry I said Bombay, but I meant Madras, and nobody has yet complained about anything being done to the relics of St. Thomas there. So, the Catholics of India have very clearly shown and demonstrated that they are non-political people who are quiet, but even the non-political people have clearly demonstrated that they are in favour of the popular movement in Goa for merger with India.

Two days ago, day before yesterday, I met some leading Goans—and Catholics, I think, most of them were who came to me—who, I believe, call themselves the Goan Liberation Council. I was glad to meet them because they were a different type of persons from what one normally meets in political affairs, that is, they were not politicians, they were professors, professional men and others who had nothing to do with politics as such. I believe one or two of them have received decorations from the Pope and from the Portuguese Government too in the past, so that they were not political people, but because of the development of the situation in Goa, they were moved out of their normal non-political existence and they had formed themselves into a Council, or whatever it is, for this particular purpose, to help in this. That is a very significant thing. There is, of course, the Goan National Congress and there are various other organisations who have been working for the liberation of Goa for many years, but in a sense, it was more significant that these sage and sober people, who have nothing to do with all politics, also felt the urge of the times and came forward. Many of these are Catholics and it is very unfair, I think, for any Member of the House to say that the Catholic Church or the Head of the Catholic Church, that is, His Holiness the Pope, are, in any sense, coming in the way of this movement or encouraging the Portuguese Government in its conduct.

Shri Kottukappally (Meenachi): As a Catholic, I endorse every word of yours.

Shri Jawaharlal Nehru: Thank you. One or two other matters I wish to say.

Mr. Asoka Mehta asked: Why was not Japan invited to the Colombo Conference?—I am sorry it is not Japan but Nepal—Why was not Nepal invited to the Colombo Conference? Mr. Asoka Mehta should know that we were neither the sponsors of this Conference nor those who issued the invitations. It was the Prime Minister of Ceylon who invited us and we went at his invitation, and he decided to invite the four countries that you know of and not others. He could very well have extended this invitation to others. Then Mr. Mehta quoted from a letter which he had received from Acharya Narendra Deva about the danger of the cry of 'Asia for Asians'. If I may say so, with all respect, I entirely agree with what Acharya Narendra Deva said in that letter and I do not wish that our people should associate themselves with any such cry. What we have said is something rather different. What we have said is that other people should not interfere in Asia, which is a different thing, whether it is Europe or America or any other place, and that Asia should be left to develop according to her own wishes or genius. Asia, of course, is a huge territory and one may talk about it, of course, but to consider Asia as a big unit is to delude oneself. Asia is not only big but there is enormous variety in it. It may be, I believe it is true, that there are certain features which may be said to be similar and one of the major features is that a great part of Asia has suffered for a hundred or two hundred or more years under foreign domination, whether it is direct colonial domination, whether it is indirect, but Asia has been, during all these years, chiefly under European domination. That fact alone has given a certain commonness of outlook, the struggle against foreign domination, etc., and, therefore, as I have said previously, hon. Members or I or any Indian can perhaps understand the mind, let us say, of a Burman or an Indonesian or anyone else a little better just as an Indonesian can understand our mind a little better than perhaps a European or an American might do. That is because we have had common experiences, common sufferings and common struggles, and, therefore, we react more or less in a common way. Naturally we differ, our backgrounds differ to some extent, they are similar to some extent, and I do not think of this business of 'Asia for Asians', 'Europe for Europeans' and so on except in the sense that no country or no group of countries should be dominated over, should be interferred with by other. As a matter of fact, all this talk is rather out of date because in the modern world, today there can be no isolation of a country or even of a continent. We have to pull together, whether we like it or not; the world is too closely knit together to be thought of in terms of even national units or continental

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units. We overlap and everything happens together, but the very cry—you might even say that we respect so much and feel so much—that is, the very idea of nationalism itself is becoming somewhat out of date. It is true that it is not out of date again, if you compare it with something like, let us say, provincialism or communalism. It is not out of date because provincialism and communalism and the like are retrograde and reactionary, and nationalism is a shining beacon and an example for us to follow when compared to that, but nationalism itself becomes a narrowing force progressively in the modern world. All that is true. So, in effect, we have to be at the same time nationalistic and international just as in our country we are at the same time talking in terms of centuries; most past and present centuries are represented in this country at the same time. We are passing through this tremendous phase of transition. But let us not do anything which will narrow our vision or come in the way of our growth. But intense feeling of nationalism, as opposed to some idea of world internationalism, will be bad. Nationalism is good; nontheless at the present age because there are forces which oppose unity; nationalism is a uniting force or liberating force and it continues to be a liberating force. It may become a narrowing force. We have to beware. The House knows that nationalism has sometimes a curious history; that is to say, the very nationalism that struggles for freedom has in the past, in some cases, denied freedom to other countries; it has become aggressive; it has even become imperialistic. All these things merge into one another and one has to be careful lest even a good custom does not bring harm to us or injure us.

I do not know if there is any other minor matter for me to deal with. Someone stated—I forget in what connection; perhaps Shri Asoka Mehta said—that Japan was ignored. It is not quite clear to me: who ignored Japan: how and when? We have had very friendly relations with Japan and we continue to have them. It is true that in the larger policies that we are pursuing, Japan is not wholly in line with us; that is perfectly true. In these larger policies that we pursue there are many countries in Asia—some outside Asia—that are friendly to us and they co-operate with us either in the United Nations or elsewhere. But in effect the two countries that are closest to us are Burma and Indonesia in South East Asia area. The Arab countries are close to us and we are friendly with them but they are so tied up with their local problems that they tend to concentrate too much on them whether it is the Palestine problem or the like problem. But because of common interests and common backgrounds of many things. Burma, Indonesia and India have progressively functioned together and been drawn closer to each other. I welcome this development. Of course we welcome Ceylon too; Ceylon has also functioned with us since the Colombo Conference. To some extent we would like Pakistan and we would like every other country to do so but I mention two or three. In this context, it is perfectly true that Japan's policy has been somewhat different. We are not coming into conflict in any sense because we are functioning in different spheres but merely we are not wholly in line. What Japan's policy may be in future, I do not know because we must remember that Japan has gone through a terrible crisis—war and defeat—and subsequently all that has happened. They are a great people, hard-working people and they have built themselves up again. But which way Japan will go in the future, I do not know.

Now, there is another matter. Several hon. Members have referred to Tibet—'the melancholy chapter of Tibet'. I really do not understand. I have given the most earnest thought to this matter. What did any hon.

Member of this House expect us to do in regard to Tibet at any time? Did we fail or did we do a wrong thing? I am not going into that matter now but I would beg any hon. Member who has doubts about this question to just consider and try to find out what the background, the early history and the late history of Tibet and India and China have been what the history of the British in Tibet has been and what the relationship of Tibet with China or India has been. Where did we come into the picture unless we wanted to assume an aggressive role of interfering with other countries? Many things happen in the world which we do not like and which we would wish were rather different but we do not go like Don Quixote with a lance in hand against everything that we dislike; we put up with these things because we would, without making any difference, merely get into trouble. We have to see all these things in some larger context of policy.

Big things have happened in the world even since the last war. And among the big things has been the rise of a united China. Forget for a moment the broad policies it pursues—communist or near-communist or whatever it maybe. The fact is—and it is a major fact of the middle of the 20th century—that China has become a Great Power—united, strong and great power. I do not mention that in the sense that because China is a Great Power, India must be afraid of China or submit to China or follow the same policy in deference to China—not in the least. The fact of the matter is, with all respect to all countries of the world,—today or, looking into the future, even today of course—the two Great Powers striking across the world are the United States of America and the Soviet Union. Now, China has come into the picture with enormous potential strength not so much actual strength, that is, developed strength, because remember this, even now China is far less industrially developed than even India is. Let us not forget it—these facts. Much is being done in China which is praiseworthy and we can learn from them and we hope to learn from them but let us look at things in some perspective. India is more industrially developed than China—India has got far more—let us say—communications, transport and so on which are also essential for development of China. China no doubt, will go ahead fast; I am not comparing or criticising but what I said was that this enormous country of China, which is a Great Power and which is powerful today, is potentially still more powerful. This is a country which inevitably becomes a Great Power. Leaving these three big countries, United States of America, the Soviet Union and China for the moment leaving them aside, look at the world. There are great countries, very advanced countries, highly cultured countries and all that. But if you peep into the future and if nothing goes wrong—wars and the like—the obvious fourth country in the world is India.

3 P. M.

I am not speaking in the sense of any vain glory and all that but I am merely analysing the situation and given—much has to be given—the economic growth, given unity, given many factors, India, by virtue of her general talent, ability of her people, working capacity, geographical situation and all that, will rise. Countries like China and India, once they get rid of two things—foreign domination and internal disunity—inevitably become strong; there is nothing to stop them. They have got the capacity; the people of India or the people of China have got the ability and the capacity. The only thing that weakens is internal disunity or some kind of external domination. As soon as the external domination is removed from India, we go ahead. We may go faster: that is a different matter. But inevitably the force, regardless of the individuals or the governments that may have to do anything with it, is at work. Ultimately, if the people have it in them, they go ahead. Even if governments

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are stupid, they go ahead. Acharya Kripalani completely agrees with me! So here we have these great historical forces at work, historical transformations taking place. These great countries, after some hundreds of years of being submerged, are coming up. You have to realise that. Do not get mixed up and tied up with these rather superficial arguments, important as they might be, of communism and anti-communism. Communism is important as a force. You may like it or dislike it; you may like it half and dislike it half, as you like. But they somehow confuse the issue. Therefore it is far better to forget these for the moment in order to analyse the world situation. And the misfortune has been that in western countries, or in some of them, they are so obsessed with communism and anti-communism that they completely fail to see the forces or anything working in the world. We are not obsessed with that thought. We may like it or dislike it, but we are not obsessed with that thought of communism or anti-communism; because we think of other things also, we think of ourselves we think of our own good, we think of how we should progress, etc. So other countries get rather irritated at us that we do not see the light as they see, that we are perverse or that we are blind, because they can only see one thing and nothing else. What to us appears a lop-sided view on their part, to them it appears perversity on our part, whatever it may be. So there are these great historical forces. No doubt in time to come they will adjust themselves, something new will emerge.

Let us look back on history, let us look at European history a hundred years, or a hundred and fifty or a hundred and sixty years ago, at the time of the great French Revolution. The reaction on the Europe of the day was terrible. It was a kingly Europe. It was tremendous. They thought the end of the world had come. And even when Napoleon came with his counter-revolution and all that, Napoleon became the devil incarnate to all those people in Europe. And if you read the books written then, the newspapers written then, you see the passion there was behind these feelings. If one compared that with the present day and with the passions that are roused today, well, one somehow begins to look at things in a little more perspective. These passions come and go and the world adjusts itself. For hundreds and hundreds of years, as you know, Europe and Western Asia struggled over the crusades, Christianity *versus* Islan. Several hundred years these things lasted. Fortunately for our country we have had no major religious conflicts, at any rate except recently. Europe had these conflicts Thirty Years War, Hundred Years War. Each of them appeared then to put an end to civilization and everything. And there were these crusades which lasted hundreds of years. Well, things adjust themselves somehow, and oddly enough, certainly Christianity did not win in the crusades: nor, you might say, did Islam remain as it was. So that, you have to look at things in their perspective and not get over-heated or over-excited over things that are happening today, and think of them as mighty crusades of communism on the one side or anti-communism on the other.

It is my conviction—I speak for India, but it may apply to other countries too—that we can only progress according to our own light and reason. We can and will no doubt profit by things we learn from other countries, forces, movements, ideas. But we must have our roots in the Indian soil. Keeping our roots in the Indian soil is important, but it is also important not to be just a root and nothing else. It is, because there is a tendency to be just a root. And one has to grow and put out branches and leaves and flowers. And in the world today, as I said a little while ago, it becomes difficult to be just even narrowly nationalist. So many things develop which are common for the world.

Now. about this talk of the Commonwealth and objection or disapproval of our continuing the Commonwealth link, some Members seem to imagine that thereby we are doing violence to the pledge we took on the banks of the Ravi in 1929-30, as 1929 turned into 1930, or subsequent Independence pledges. Well, I should like you to refer to those pledges and see what our condition is. I say we have kept to those pledges hundred per cent. That has nothing to do with the desirability of keeping the Commonwealth link. We may or may not keep it. Because when we talked there of breaking away from the Commonwealth, that meant something definite. Breaking away from that overlordship of Britain or the monarchy of Britain or the crown of Britain and all that, it meant something definite. And even though that overlordship was rather theoretical, not practised, even then it was there. We had to break away from that. Well, we did break away from it and are now a Sovereign Republic. We are not a Dominion in the Commonwealth. We are as independent and free a sovereign republic as any in the wide world. As the House knows, there is nothing in our Constitution, no mention of the Commonwealth link or anything. It is by an agreement.

Acharya Kripalani said: have a treaty. I should like him to consider how a treaty is better than this particular agreement. A treaty is more binding. A treaty involves give and take. A treaty involves assurances, all kinds of things. Here we are as free as ever to do what we like, whether domestically or internationally, with nothing to come in our way. And our whole record of the last four or five years bears witness to that. Nothing comes in our way. If we had a treaty we would be bound at least by the terms of that treaty, whatever they are. And to that extent we would be limited.

This whole question has to be viewed, not from a background of sentiment this way or that way but, if I may say so, pure advantage, advantage to our country nationally, advantage to the policies we might pursue internationally. That is the only test, does it come in the way or does it help? I do submit that our association with the Commonwealth has not come in our way in the least. Everybody knows that there are countries in the Commonwealth with which we do not get on well together. We are, in fact, completely cut off from the Union of South Africa. Although we do not fight actually, we are as much in conflict as two countries can be, who are not fighting. We have no representation in each other's countries. Unfortunately, we are not on very cordial terms with Pakistan.

I should like it to be; I hope the time will come when it will be. That has nothing to do with the Commonwealth. Merely because we are neighbours, people of the same root and branch, it is a sad thing that we should be ranged against each other. Our relations with any country and the Commonwealth have not been governed in the slightest or affected by the Commonwealth link. They are individual separate relations. Of course, the country that counts most in so far as international relations are concerned, in this matter, is the United Kingdom. Canada counts also. So do other countries to some extent. In what way have our policies been changed, interfered with, by this link? That is the point that we have to consider.

I submit that in no way, in either the internal economics, or external policy or anything, has this come in our way. On the other hand, it has been definitely helpful to us and helpful to the cause of world peace. If that is so, that is a big thing. Acharya

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Kripalani, as I said, was over-generous in his praise of our foreign policy.

Babu Ramnarayan Singh (Hazaribagh—West): Partly.

Shri Jawaharlal Nehru: Partly: apart from certain exceptions which he enumerated. I put it to him and I put it to the House to consider how far in pursuing that foreign policy, we have been helped, not helped directly, but nevertheless helped indirectly or psychologically by the fact that we were associated with the Commonwealth. It has helped. You may say that our being in the Commonwealth has been of some advantage to the United Kingdom. I agree. I do not say it is a one-sided affair. Nothing is one-sided. It has been of some advantage, if not actual physical advantage, advantage in terms of prestige and all that. May be so. My point is that in these international affairs, the fact that there was this thin tenuous link with the Commonwealth has helped the cause of world peace. Hon. Members must have noticed that the relations between the People's Republic of China and the United Kingdom are growing a little more friendly than they have been. It is rather difficult for me to refer to private conversations. But many people—I am not talking of Indians or British people, non-British, non-Indian people—who were surprised at first at our continuing the Commonwealth link, have confessed that we were very wise in doing so, because it has helped in international affairs and also in our work for world peace. Therefore, I submit that the test is whether it is helpful or not. I say it does not hinder in the slightest degree.

Shri H. N. Mukerjee talked something about our Commander-in-Chief going to Camberley. Or you may refer to some economic contracts we may have with England. That has nothing to do with the Commonwealth link. We may or may not have those economic contracts. They are independent of the Commonwealth link. You may have economic contacts with America; there is no Commonwealth there; with France or with the Soviet Union. Nobody can stop us from doing that. So that, that has to be eliminated. You may dislike the economic contacts. Say so. But, do not connect that with the Commonwealth link, because it is independent of that. It is true that our Commander-in-Chief has gone in the last two or three years to Camberley to take part in certain military excercises there. We have sent some senior officers. It is also true that from time to time our little Navy puts out to sea and either goes to the Mediterranean or the eastern waters, South East Asia, etc. In doing so, we encourage it to come in contact with the British Navy for some exercises. The Cruiser *"Delhi"* cannot have exercises by itself. It cannot go round and round itself. It has to keep itself in exercise; it wants that.

Shri Sadhan Gupta: What is the charm in the British Navy?

An Hon. Member: What is the charm in the Soviet Navy?

Shri Jawaharlal Nehru: The charm of the British Navy is this. If hon. Members want us to have exercises with different countries annually, that is not a practical proposition. One cannot do that. The hon. Member, if he knew anything about a Navy, would probably understand what I said. One cannot do this kind of thing. As a matter of fact, we have had exercises with the French Navy; we have had exercises with some other countries: I forget now where we have gone. It so happens that, among the several things we have, the House knows very well, our Navy more particularly, has grown up after the pattern of the British Navy. They are British ships which we have got. We have been trained by them. Our methods of training are British. We may change them tomorrow. But, so long as we have those methods of training, etc., it is easier for us to fit in exercises on that basis, than independently of them. For a mere matter of convenience, we sent the Commander-in-Chief and two or three senior officers to take part in these exercises. We can send them, we will send them if invited, to the Soviet Union or China if the opportunity occurs, to take part in their exercises. I may tell you that we have invited to our exercises representatives of various countries, including the Soviet Union and China. Of course, our exercises are in a small way. We do not pretend to teach anything to the Soviet Union. It is not like that. So far as we are concerned, we treat these countries on a level. It is true that our contacts, not because of the Commonwealth link, but because of historical factors, may be this or that, are greater with the British. We can get greater advantages and facilities than with the rest. That is helpful to us.

Another thing in connection with the Commonwealth link is this. There are large numbers of Indians living in other countries. The question of Ceylon comes up; true. There are quite considerable numbers still living in various countries, Malaya, Fiji, Mauritius, and other territories. It is going to be a problem. It is going to be a bigger problem in the future. That is, their future is going to be a problem. In regard to Indians abroad, we have taken up a firm line regarding those Indians who are living in what may be called independent countries. We have said that we do not want them to remain apart from the people of those countries where they are living, and that they may associate themselves. It is perfectly open to them to become nationals of that country or remain our nationals. They may choose. They are welcome to be our nationals. If they remain our nationals, they cannot participate in the life of that country to the same extent, naturally. They cannot become voters there. If they become their nationals, culturally they are connected with us, but otherwise they are not. They are not our concern. The connection is cultural, not political. We have encouraged them to do that, and in Africa etc., we have said repeatedly that we do not want Indians there in the slightest degree to exploit the people, to develop any vested interests which are against the people of the country and that they will get no protection from us as against the people of that country, *i.e.*, the Africans. But now, questions arise about Ceylon—difficult questions. In other places like Malaya and elsewhere, apart from the political and other questions there, the fact that there is the British link, the Commonwealth link, makes the situation of these millions of Indians in those countries somewhat easier in the sense that while retaining Indian nationality, if they so choose, they can get civil privileges there, which they cannot otherwise. The time has not come for them, they are not compelled to choose, to have this or that. They can have both, and we do not wish to put them in this dilemma of having to choose till the time comes. It will come some time or other. All these are minor considerations I admit. The major considerations are different. But I say even the major considerations point to the fact that we should continue this very loose association which does not come in our way and which helps us in many ways.

Now, hon. Members—some Members and some others outside, too—frequently criticise us, sometimes even my humble self: "Oh, you are saying this and that, criticising countries. Why do you not criticise or condemn Soviet imperialism?" Perhaps, hon. Members who care to read what I write or hear what I say will appreciate that I seldom criticise any country, whether it is in the West or in the East, a country as such;—I may sometimes pass a remark—deliberately I avoid doing so. I may say something about imperialism or colonialism, but I would try to avoid saying something about a specific country. Why is that? That does not mean I am hiding anything, but because I have found there is far too much of mutual recrimination, running down and passions roused, when you cannot

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consider a question calmly. Either you are out to convince the other party or convince their friends about a certain position. For instance there are many things that have happened in Russia, in the Soviet Union, in the past especially, which have pained me exceedingly. I do not know all the facts. I cannot pass final judgment about any incident, and I am not competent to do that. But, broadly speaking, whatever information has reached me distressed me greatly. Well, I did not shout out from the house-tops. There are many things which have occurred in other countries, in Western countries, which have distressed me. There are things which are occurring today in the continent of Africa, which I think are horrible in the extreme. And I restrain myself because I feel that if I went about just giving expression to what I feel all the time, well, it will be neither good for me, nor for others.

Somebody asked me in a television interview in London last year: "You are in the Commonwealth and you go about criticising the Commonwealth or Commonwealth countries. Do you think that is quite fair for a member of the Commonwealth?" He said: "Is it fair for you as the Prime Minister to do this?" So, I said: "I realise fully my responsibility as the Prime Minister, and I have exercised tremendous restraint on myself because of that and on the whole succeeded. If I had not been Prime Minister, I would be shouting from the house-tops all the time." So it does not help, I feel. Somehow we have got, I think it is a bad thing, to suppress truth. But, if one shouts out unpalatable truths all the time, you do not convince or convert people, you merely create a feeling of greater conflict.

Now, before coming to the larger issues of the world, I shall say a word about Ceylon. I should not like to say much because the Prime Minister of Ceylon is coming here in about ten days time and it would not be fair or courteous to him for me to discuss these matters. But I would say this, that the so-called agreement that we arrived at many months ago has not proved a success. There are various matters connected with it, but the principal question is about the fate of a considerable number of people of Indian descent—remember, people of Indian descent, not Indian nationals—who are in Ceylon. What is their future going to be? An hon. Member who is himself connected with this question very much mentioned something about the large numbers of Chinese who are in various countries of South-East Asia and elsewhere. It was a perfectly relevant observation. There are considerable numbers of Indians too in other countries. In fact, in discussing other questions with the Prime Minister of China, I pointed out to him the large number of Chinese in South-East Asia and a fairly considerable number, not quite so much, of Indians too; and I said to him that both because of the size of our respective countries—we are both big—and because our populations have overflowed into other countries, it is not difficult to understand that the other and smaller countries round about us are a little afraid of us—afraid of China or afraid of India, it depends upon where geography puts them. And he said that is perfectly true and we must do everything in our power to get rid of this fear in so far as we can.

Now, in regard to Ceylon unfortunately—or both fortunately and unfortunately—there is this fact that Ceylon is a relatively small island very near to India, and because of this there is a fear,—which I think is completely unjustified,—a fear that India may overwhelm Ceylon and absorb it. I have repeatedly said that, so far as I know, nobody in India thinks that way. We want an independent Ceylon, a friendly Ceylon, a Ceylon with which we have the closest contact, a Ceylon which is nearer to us in every sense than any other country outside India culturally, historically, linguistically, as you like, in a religious sense and all that. Why should we look with greedy eyes on Ceylon? We do not. But the fact remains, there is fear, and because there is this fear, I would beg this House, Members of this House, not at any time to say things which might add to that fear. He talked of economic sanctions and the like. I deprecate that kind of thing, although I have been deeply pained by many events in Ceylon, because I want this House and this country to look ahead. We are a country. I hope, and I believe, with a great future. Therefore, look at the future. Do not get lost in the present. Have some vision of that, and do not do things now which may come in the way of that future, whether it is Pakistan, or whether it is Ceylon, or whether it is any other country. Now, therefore, we have to treat and continue to deal with Ceylon in a friendly way, even though Ceylon's response might be unfriendly.

Now, coming to this Agreement, the question is about these large numbers of people who are now sometimes called Stateless; that is to say, they are not our nationals, and if the Ceylon Government does not make them their nationals, for the moment, they have no regular constitutional position of being attached to one State—of course, they are in Ceylon.

This raises legal, constitutional issues, as well as issues of social well-being and decency. In the past two or three decades, these questions have arisen in another context. When Hitler started his career as Chancellor in Germany, Members will remember that large numbers of people fled from Germany, and they became stateless, because no other state would father them, and Hitler, far from fathering them, was after their blood. So, this question of Stateless people became an important constitutional issue in Europe and elsewhere. Much has been written; in fact, books have been written on the subject. I do not mean to say that that question is at all comparable to this question. It is a question of people of Indian descent in Ceylon, but I am merely referring to a certain constitutional aspect, which is important. Normally speaking, people are not driven out of a country, even if they are the nationals of another country. They are not driven out; individuals may be sent out because they misbehave, but whole vast crowds, tens and twenties and hundreds and thousands of people are not sent out. It is almost unknown, excepting under these very abnormal conditions which prevailed under Hitler and the like.

So, this is the background. We shall gladly meet the Prime Minister and his colleagues, when they come here, and talk to them in a friendly way. At the same time, we hold certain views about these matters, and we shall put them before them.

Now, coming to this broad world aspect that we have to face, I mentioned something about it yesterday in this House. I was talking about the Commonwealth link. Now, you will observe that our links at present with Burma and Indonesia are far closer than the links with the Commonwealth countries. That does not come in the way. It is natural; it is a natural growth. And because of our Commonwealth link, we can serve many causes a little better than we might otherwise be able to do.

Anyhow, we have to face in the world a very difficult situation. I do not wish this House or anybody to feel overwhelmed by the difficulty of the situation, because as long as we have the perspective, we shall get over these difficulties, and the world will get over them. Undoubtedly, we are passing through a very big period of transition. The first thing in this situation is, as far as I can see, to avoid war, and especially world war because if that war comes, it destroys everything that we or anyone else is.

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working for. Therefore, our policy—and the policy of many other countries—becomes one of avoidance of this war, in so far as we can. I do not pretend to say that we can make much difference in the world, but in so far as we can, we try to do that, and in trying to do that, we try to avoid that type of bitter controversy which has taken the place of the old style diplomacy now, the diplomacy of running down and cursing each other, because we think that it will not lead to any peaceful solution. It was from that point of view that we talked about an area of peace; and our neighbours, Indonesia and Burma also talked about an area of peace, and welcomed that approach.

But there are these great fears. How are we to get rid of this fear? How are we to get rid of the fear of this great colossus, the Soviet Union, overwhelming other countries, or the other colossus overwhelming some other country? Look at the world today. It is quite extraordinary. Each party accuses the other of encirclement or encircling. Some countries accuse the Soviet Union of activities, subversive activities and the like—there may be some truth in it. The Soviet Union accuses the United States of America of encircling it with bases all round—and there is truth in it. Look at the map. There are hundreds, literally hundreds, about two hundred, I believe, bases encircling the Soviet Union and China from the Atlantic, the Mediterranean, the Indian Ocean and the Pacific Ocean—and I do not quite know what is happening in the North Pole. Now, obviously, each is afraid of the other, afraid not in the narrow sense of the word, but afraid of the consequences that this might bring. How can we get rid of it?

Now, it is my submission that you do not get over these fears by these pacts and alliances against each other. Certainly I cannot suggest to any country to trust in good luck and do nothing at all to prepare itself—I cannot say that as a responsible person. But these pacts and alliances do not help. And even if they helped at an earlier stage, we have arrived at a stage when it does not help but hinders. It is perfectly clear today that if either party, either of these great colossuses, commits any major act of aggression anywhere in Asia or Europe or Africa or anywhere, that will lead to world war. It is not the pact that prevents that, it is the fear of world war that keeps the peace today. There is no doubt about it, that if there was aggression on either side, any major aggression, there would be world war. Therefore, there is no chance of major aggression today. The chance is that some petty thing might bring about this conflict. Now, we have to develop an atmosphere—the Geneva Conference helped in developing that atmosphere; it was good. Now, the SEATO arrangement comes and in some degree, upsets that atmosphere. It is a bad thing in the sense—quite regardless of what they arranged—it does not add to their defensive strength; whatever it was, it was there: it merely led to this habit of dealing with the other party with threats. Of course, it is not a very polite habit;—apart from that, it is not practical, because the other party happens to be fairly strong too—it is not that you should frighten the other party. So, it is in this larger context that we felt it.

There is talk about this communism, anti-communism and the like. As an Indian and as an Asian, it is a matter not only of great surprise to me but of distress that the racial policies of some countries do not seem to excite much notice in Europe or America. There is the racial policy of the Union of South Africa which is, in no sense, different from the racial policy of Hitler, except that they have not gone to those extremes that Hitler went to. But the theory is the same: the practice may be different—somewhat milder. Or take other parts of Africa. We tolerate that. We talk about the bird's-eye-view which is different from the view of those who are crawling on the earth. So also the view from different places of the earth's surface is different. If we look at the world from Delhi, our view is one. A person looking at it from Washington or Moscow—his view is different. The whole picture is different, not the same, and the perspective is different. Anyhow, this particular example that I gave of racialism running rampant in Africa and of the United Nations being unable to deal with it passing resolutions, is, in our eyes, a very important thing and at least as important as all this business of communism and anti-communism—both of them.

Now, I have taken a lot of time and I have yet to deal with Goa in particular, because Acharya Kripalani was good enough to deal with this matter at some length. I shall endeavour to explain our policy which in its basic approach might not change, I hope, but which certainly, in so far as the steps we take or do not take are concerned, may change at any time. Acharya Kripalani took exception to our not permitting Indian nationals from going there. He will be perfectly right in taking exception to it; if I state that as a principle, as a maxim, Indian nationals have every right to go there. (*Interruption*). But every right has to be exercised in the right way and at the right time. Hon. Members may have the right to walk along the road, but if they walk along the wrong side of the road, they get run down.

Acharya Kripalani: It is for the Government to send them in the right way.

Shri Jawaharlal Nehru: That is a different matter. But my point is that I want to remove this misapprehension in anyone's mind that we think that it is not the right or sometimes even the duty of an Indian non-Goan national to go to Goa. It may well be. But we did think about it. I do not differentiate at all; and I even agreed with the hon. Member when he said that such a thing might be the right of an individual in any other country to join in Goa too. I agree, but all those rights have to be considered in the context of particular situations and events. They may create grave embarrassment and difficulties to them, to their country and to others. It was in this context that we considered this matter of Goa round about the 15th August. A tremendous propaganda was taking place, encouraged by people who did not like our policies very much, a propaganda to indicate that the Goan people were in love with Portuguese rule they did not want a change, they were quite happy as they were; Goa was a peaceful idyllic spot where quiet and calm reigned while in India there was trouble all over, and in this peaceful and idyllic place where the people were completely happy and satisfied, hordes of Indians from outside were sweeping down and compelling, forcing and coercing them to accept their domination. That was the propaganda. Of course, hon. Members think it is absurd; it is absurd. But that was the propaganda believed in by numbers of people elsewhere. We had to meet that propaganda, we had to meet that position and to show what the real fact was. And the real fact was that the people of Goa themselves wanted their freedom and their association with India. How are we to show it? If we had allowed at that time large crowds of Indians to go, I have no doubt at all that the fact that the Goans wanted their freedom and were prepared to sacrifice themselves for it would never have emerged, as it is emerging today.

Another aspect I shall bring before the House which, I am sure, my friend, Acharya Kripalani, will appreciate. In the old days, when

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we were carrying on our struggle for independence, we took up a particular line in regard to what were called the Indian States then. We did not come in the way of their freedom movements, but we discouraged people from outside functioning from outside in regard to them. What was the reason behind it? Not that we considered that there was any difference between the Indians in India and the Indians in an Indian State—there was never any question of difference. But we wanted the people of those States themselves to wake up, to organise themselves and not merely to rely on others. Whether it is *satyagraha* or whether it is anything else, outsiders can go and help, but a *satyagraha* completely based on outside help with no foundation or strength inside, that outside *satyagraha* is not a very potent weapon. Outsiders can help, but there must be strength inside. I am no professor of *satyagraha* as the Acharya is. I speak certainly with diffidence, but I am merely pointing out that even in regard to the Indian States, we assumed a certain attitude which gradually strengthened those Indians. We were associated with the Indian States as individuals; we associated ourselves as President of the All India States People's Conference and all that. But we did not encourage numbers of Congress people and others from outside to go and invade a State.

The Minister of Defence Organisation (Shri Tyagi): And the Acharya issued the circular. (*Interruption*).

Shri V. G. Deshpande: He himself broke the ban.

Shri Jawaharlal Nehru: So this becomes a question not of high principle, but of organising and disciplining a movement, strengthening a movement and striking when the right time comes in the proper way. Let there be no mistake about it, that so far as Goa is concerned, we consider it a part of India, of course, inevitably, and on no account, whatever the pressure or whatever might happen, are we going to give up this claim or the right to work for it and to achieve it. I do not think it is quite right for the Acharya to say that we have left those people in the lurch—I do not think it is quite correct. We have not left them in the lurch. So far as the Government is concerned, it is openly, explicitly in favour of the merger of Goa with India. Our public organisations have expressed themselves in every way, and we have in regard to other matters—economic and others—taken steps too. But there is such a thing, as hon. Members,—especially the leaders of the revolutionary movements sitting opposite,—will realise, as adventurism which is very different from adventure or adventurousness, and no responsible group or party should indulge merely in adventurism, because adventurism leads to reaction. It does not succeed. It leads to reaction and loss of morale. The success and the virtue of *satyagraha* that some of us of the older generation were taught were very largely due to its discipline, largely due to our being pulled back even when we resented it; but at no time did we fail. Success might have been postponed a little. But at no time were we allowed to function in an adventurist way.

Now, lastly, the hon. Member Mr. Chatterjee—I was not here then—in my absence, among other things referred to me as a "fellow-traveller". Well, I have been a traveller not only in many countries, but in many avenues of thought and I have been proud to be a fellow-traveller with all kinds of persons, many of whom, perhaps, might not be considered quite respectable by Mr. Chatterjee. It is rather embarrassing for me to talk about myself and I do not wish to do so. But I do believe that some things are good and some things are bad. Of course, there is a great deal in between to choose from. I do believe firmly and absolutely that evil means lead to evil ends, that bad means should never be adopted even to gain right ends. If you tell me that I do not always act up to that you may be justified, because we are weak persons having to deal with complex and difficult situations from day to day. But anyhow I firmly believe that means are important and bad means always produce bad results.

I believe also that hatred and violence are bad—intrinsically and absolutely bad—and it is largely because of this abundance of hatred and the spirit of violence in the world that we have come to this quanary. Violence today is represented by the atom and the hydrogen bombs. I do not think it is very helpful for me to criticise this country or that country because it indulges in hatred or violence, or because it does not care for the means. Many of my basic differences have been because of that. If you discuss economic policy with me, I may agree with you or you may disagree with me slightly. I do not mind considering with a completely open mind the communist, or the Marxian or any economic policy. It does not matter whether I agree or not; only, as I said, they must have roots in the Indian soil; they must be related to Indian conditions and the ideals we might have. If you align them to dubious means and dubious methods, then I dislike it. It is because of that chiefly that I have felt not only recently, but previously, very much out of tune with things that were happening, whether in India or outside.

One tries to function to the best of one's ability, realising that the success of the objectives one seeks is seldom attainable, nevertheless, one tries to do one's best.

Mr. Deputy-Speaker: I shall now put amendments No. 4, 7, 13 and 19 to vote, and then put amendment No. 11.

The question is:

That for the original motion, the following be substituted, namely:

> "This House having considered the international situation and the policy of the Government of India in relation thereto is of the opinion that although in many respects our foreign policy has contributed to the securing of world peace and easing of international tension, yet it has some serious drawbacks which are not only contrary to the interest of world peace but positively prejudicial to our national interest and humiliating to our national dignity and honour. In particular, the House fully endorses the five principles embodied in the Chou-Nehru Declaration but strongly resents and disapproves of the policy of banning participation of Non-Goan Indians in the struggle for liberation of the Portuguese enclaves at the intervention of Britain, the continued tie-up with the British Commonwealth, the failure to secure the removal of all the United States personnel from the U. N. Observers Team in Kashmir and weakness otherwise shown in favour of imperialist war-mongers."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That for the original motion, the following be substituted namely:

> "This House having considered the international situation and the policy of the Government of India in relation thereto is of the opinion that the policy of neutrality followed by Government has completely failed and the Government of India should follow a definite foreign policy which would not isolate this country in world politics."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That for the original motion, the following be substituted, namely:

"This House having considered the international situation and the policy of the Government of India in relation thereto is of the opinion that—

(a) Government has completely failed in its foreign policy by pursuing a policy of unnecessary interference in China, Indo-China and Korea affairs and thereby antagonising Powers which would have been helpful to us:

(b) the Government of India has done great harm to the cause of liberation of Portuguese possessions in India by involving itself in negotiations for International Observers and placing a ban on the entry of non-violent *satyagrahis* in the Portuguese India territories:

(c) Government is persisting in its policy of weakness towards Pakistan resulting in danger to the interests of Hindu minorities in Pakistan and even threat to India's integrity; and

(d) Government has failed to take proper cognisance of threat to India's integrity by the Pak-American military alliance and has failed to make sufficient defence preparations to meet the threat."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That for the original motion, the following be substituted, namely:

"This House having considered the international situation and the policy of the Government of India in relation thereto regrets:

(a) that in spite of professions of neutrality between two power blocs and allegiance to the idea of enduring international peace the Government has entered into serious economic and military entanglements with the United States of America and Great Britain, which will ultimately force India into war or to serve as the war-base of belligerent powers;

(b) that Government has not only not taken any steps to rid the country of Commonwealth commitments, but has taken steps to integrate the defence of India with the defence of British empire more closely than ever before;

(c) that by its policy in Indo-China it has lent support to a patch-up compromise which has only prolonged the life of French colonialism in that country, instead of stopping cold-war tension in the South East Asian region;

(d) that it has completely failed to build such peripheral defensive and mutual-aid alliances which would broad-base and strengthen the security of India against aggression; and

(e) that it has failed to uphold the dignity and honour of persons of Indian origin in Ceylon, South Africa and British colonies in general, including British Guiana, or to take any single effective step in the matter of liquidating foreign pockets from Indian soil."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That for the original motion, the following be substituted namely:

> "This House having considered the international situation and the policy of the Government of India in relation thereto approves of the foreign policy of Government which has not only enhanced India's prestige abroad, but has also promoted the cause of world peace by easing tension among nations and by propagating, *inter alia*, the idea of peaceful co-existence and of respect for each other territorial integrity."

The motion was adopted.

Mr. Deputy-Speaker: All the other amendments are barred.

4. P.M.

AUTOMOBILE INDUSTRY

Sardar Hukam Singh (Kapurthala-Bhatinda): Mr. Deputy-Speaker, how important this automobile industry is in the economy of a country and what effect it has got on other sectors of the industry in any particular country can best be illustrated by reference to a pamphlet that I have got, which is entitled *'American Trucking'*. It only deals with goods transport vehicles. And, about U.S.A., the figures given are that there are more than eight million motor trucks and trailers. They provide direct employment for over five million workers and pay 1,161 million dollars a year in special highway taxes. These vehicles use 568 million quarts of oil a year; they use 8,400 million gallons of anti-freeze a year, as also 85 million gallons of gas a year. I need not go into the further details that are given. But, what quantity of iron, tin plates and steel and other things are used in this industry is very well given in that pamphlet.

The importance of the industry in our country too was realised by the Planning Commission. And, they have laid very great stress on the manufacture of vehicles in our own country, for no country which wants to advance can depend for all times on the imports from outside. We have been mostly dependent on imports. We have about eleven assembiers here. When they were asked to submit proposals for manufacture, five did come up with their own programmes but six declined to do that for they found that the demand was low and they could not carry on the manufacture.

As I said just now, this was realised by our Planning Commission as well and it was thought that we should have our own industry. The Planning Commission thought that two points of importance arose in connection with the purchase of transport vehicles.

(i) standardisation of vehicles used by the State transport services and co-ordination of programme of replacement and expansion of the transport fleet with the development of the indigenous automobile industry, and

(ii) use of diesel *versus* petrol-driven vehicles.

The Planning Commission said that these two issues have been referred by the Central Government to the Tariff Commission in connection with the investigation into a claim for protection for the indigenous automobile industry. The State transport services should adjust their programmes in accordance with the recommendations that may be made by the Tariff Commission.

The Tariff Commission was assisted by a German expert, Vorwig by name, and he has made certain useful recommendations and given sound advice. On page 10, he says: that this country is far behind others so far as road transport is concerned. He gives a table on pages 16 and 17 and he compares our country with other countries. We find that India is almost at the bottom. He says, 'India's road development is far behind most other countries as the following chart shows'.

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Then he gives the road miles per 1,000 sq. miles. Whereas Belgium has 2,441, U.K. 1,949, Netherlands 1,919 and France 1,852, India has only 612. Australia and Canada are, perhaps, the two countries that come even lower. In the other table, 'Number of motor vehicles on 1,000 miles of road', U.K. has 14,874, U.S.A. 12,416, Belgium 8,385 and so on other countries, India comes lowest in the rank with only 829.

Mr. Deputy-Speaker: What are these numbers? What do they relate to?

Sardar Hukam Singh: These are numbers of motor vehicles on 1,000 miles of road.

This expert gave his advice to the Tariff Commission and they formulated their recommendations. As advised by the Planning Commission, the State Governments should adjust their programmes according to the advice given by the Tariff Commission, and it is very pertinent to know what the Tariff Commission has said about this.

The Tariff Commission is very clear in making the recommendations and it is said that the greatest obstacle to the advance of our automobile industry is the low demand in our country. I feel that the high prices also may contribute something to it. But we can also conclude that high prices and low demand, perhaps, go together. One may have great effect on the other. If the price is high, the demand must remain low. That must be the purchaser's point of view. But *vice versa* also, industrialist can put forward the manufacturer's case that because the demand is low the price must remain high. And, for that purpose, our industry has to find out why demand is so low in our country. That was discussed by the Planning Commission and they came to certain conclusions. They say on page 50 of their Report on the Automobile Industry:

> "There are, however, certain factors operating to prevent an increase in demand. It was brought to our notice during the course of the inquiry that private operators were putting off purchases of new commercial vehicles as long as possible owing to the fear that nationalization of road transport might put them out of business at any time. As the total number of vehicles belonging to private operators in May, 1952 was 100,855, it seems impossible for State Governments to find funds within the next five years to nationalise road transport by replacing all the private operators, especially as there are other projects, more important and of higher priority, for which available funds would be required. We think that if State Governments decide upon a policy of suspending further nationalisation of road transport for the next few years, it will remove the fear from the minds of private operators and induce them to purchase new vehicles and extend their services. The annual replenishment would on the basis of an average life of 10 years for a vehicle work out to about 10,000 vehicles. Another factor which limited the demand was the high prices of vehicles. In these circumstances, an estimate of the future demand will be in the nature of a prediction. However, if a favourable climate is created all round, the demand for new vehicles might increase to about 25,000 and more within the next three years."

But, what do we find? We find that the demand almost remains static. The demand for vehicles comes from three sectors. One is the Government demand—civil and defence. That is almost stationary. Unless there is some emergency such as war, that demand remains static at some figure. It cannot appreciably increase in normal times. The second source of demand is from users of private cars. That demand also cannot increase unless there is improvement in the standard of living of our people. As the Planning Commission has said, even with the completion of our planning period there might be an increase of only about 11 per cent, we cannot think that there will be a very high increase in the demand so far as private cars are concerned. The third source of demand is from users of commercial trucks. Only here there is much scope and I have already read from this Planning Commission's and the expert's reports that they also support this fact that there is a very large scope so far as commercial trucks are concerned. The Tariff Commission has accepted this view.

Then, Sir, what is that scope in commercial vehicles? We want more roads. If more roads were built we will require more vehicles. We have many ambitious programmes so far as these roads are concerned and when they are completed, perhaps, we will have some demand then. But, without making those additional roads, there is also greater need for more vehicles on existing roads as well.

Mr. Deputy-Speaker: How long will the hon. Minister take to reply?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari): Ten minutes will be enough.

Mr. Deputy-Speaker: The hon. Mover has already taken 14 minutes.

Sardar Hukam Singh: I will stop as soon as I am asked.

Mr. Deputy-Speaker: I am only suggesting to him that he can have 15 minutes in all. The hon. Minister will take ten minutes. Now that he has gone on, he can have another 5 minutes more; that is, in all 20 minutes. There are four hon. Members who have given their names expressing their desire to take part in the discussion.

Sardar Hukam Singh: Sir, I will finish in 5 or 6 minutes.

I was saying, that more vehicles are required on the existing roads also. As I have read from the report of the Tariff Commission, private operators are prevented from purchasing new vehicles. They have given the reasons also, that it is due to the licensing policy of several States. They have restricted it so sternly that there is no security at all and the sword of Damocles is kept hanging on the head of the operator that he cannot think of purchasing a new vehicle so long as that policy continues.

There is not much scope in the Government demand and in the demand for private cars. Therefore, we have to see, certainly, how we can increase the demand for commercial vehicles. If the Tariff Commission comes to this view that this policy has to be revised, then, certainly. we will have to investigate what difficulty it is creating and the obstacles it is putting in the way of increasing the demand.

Ordinarily, the life of the permit that the operator has got under the Motor Vehicles Act life is from 3 to 5 years. Then there are renewals under section 58, but instead of resorting to normal methods and renewing those licences, many States have been taking abnormal action under section 62. Temporary permits were being issued for four months only. That section provided for seasonal traffic or for temporary needs, but here, in normal times, instead of renewing the permit for 3 years, the State Governments restrict them to four months.

Pandit Thakur Das Bhargava (Gurgaon): Four weeks or even one week.

Sardar Hukam Singh: I am coming to that. Now, it is valid only for 4 months. In that case it cannot be expected that any operator who had only that permit renewed for four months would replace his truck during that period. Section 62 was agitated in several High Courts as well and it was declared that the policy of the Government was not according to law. As was intended, some States brought certain amendments under section 62, but others have gone on with the same policy. The Punjab Government—I might specifically say—have extended these permits upto 30th June. 1954. Then there were applications for renewal, but they were kept pending and directions were given that they should not be renewed and permits have been

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given for a period varying from 7 to 30 days. It can be very well imagined whether a truck owner having his licence renewed for 7 days can ever think of replacing his truck by purchasing a new vehicle. Thus, these 25,000 trucks which are on the road and which happened to be on the road for so long a time, have not been replaced at all.

To illustrate my point, I might give a particular instance. That is not a solitary instance of its kind, but it rather gives a clue to the general policy that has been followed. I have here one licence of a truck-owner which was first issued for 3 years. It expired in 1948. Since 1948 it has been renewed for not more than 4 months at a time. It has been renewed upto this date. For six years he has carried on but never had he that security that he would be able to continue for six years. If this had been in the very first instance extended for a normal period, I am certain that he must have purchased one vehicle at least. It is very interesting to note that from 1948 the office concerned has been making this note. I draw the attention of the hon. Members to this fact. The noting is: 'This office is short of temporary permit books, and therefore, this chit of temporary permit granted under Section 62(c)'. This appears first in 1948 and the same reason has continued for five long years—1949, 1950, 1951, 1952 and 1953. The same shortness of temporary permit books continues and the Government has not been able to get their temporary permit books ready. I now draw the attention of the Commerce and Industry Minister to the fact whether under these circumstances, any orderly implementation of the plan is possible, on which we hang altogther as the Finance Minister said in his last speech in the Budget Session, and if that is not possible, whether this industry can ever develop to the extent that we want. This Government has given instructions to State Governments. I got that letter from the Planning Commission as well, and I have read the case of a truck about which it has been definitely said by the Planning Commission that there shall be no nationalisation until 1961, the expiration of the second plan period. If that be the case, what reason is there for the fact that the State Governments do not care for the directions and advice of the Planning Commission and proceed as they like. They have some other motives as well because they have the patronage in that they can employ fresh persons, that is one thing. They have opportunities to purchase vehicles, that is the second thing, and while purchasing those vehicles they always go for diesel engine trucks because in the ultimate analysis they are cheaper, and they have another advantage also, namely, that they defraud the Central Government or deprive the Central Government of the petrol tax that might have been charged by the Centre, and they get that benefit also for themselves.

It is curious that they should have the opportunity of importing new vehicles from outside in utter disregard of the directions and advice of the Planning Commission and should retard the implementation of the Plan which we have before us. If we want this industry to develop and if, as I have said, the low demand is the obstacle, then we shall have to remove that obstacle and the reasons that are there for the obstacle

Mr. Deputy-Speaker: Dr. Krishnaswami.

Pandit Thakur Das Bhargava *rose—*

Mr. Deputy-Speaker: Has Thakur Dasji given notice?

Pandit Thakur Das Bhargava: I have sent in a note to you.

Mr. Deputy-Speaker: I shall give five minutes to each hon. Member. They will only state their points instead of arguing the matter. The hon. Member has taken 25 minutes and of course, it is a very interesting and important subject, but then there is the question of time-limit. Dr. Krishnaswami may begin now.

Dr. Krishnaswami (Kancheepuram): I may claim some credit for having initiated the debate on the automobile industry about a year and a half ago. I then put forward a point of view before the hon. Minister which has not found favour with the Government. It is a human and economic problem which is being distorted beyond recognition by special pleading indulged in on behalf of automobile interests which have powerful advocates in this House. I should like, however, to place before this House a point of view which is not fashionable, and which has hitherto not been considered at all. We argue in a vicious circle. The consumers complain that prices are high and hence, demand is low. On the other hand, the militant automobile interests complain that demand is low and that, therefore, prices are bound to be high. When we are discussing this question, we have to find out what our policy is going to be in the long run. About a year and a half ago when I raised this issue, the hon. Minister was good enough to point out that he would consider all the aspects that I raised and decide accordingly. Since then, the Government seem to have decided definitely on giving the manufacturing interests an advantage. I do not go into the merits of this decision now, but I should like to point out that even if it were possible for me to suggest that we should go back to the stage of assembling and nationalising the strategic aspect of our demand, it may not be quite practical because many other things have happened since then of which the most important is the Government's assurance to the manufacturers. I wish to point out to the hon. Minister that it is most important that he should consider this question seriously from a fundamental point of view. The suggestion that there has been a great ballyboo—I say it without meaning any offence to any of the automobile interests—indulged in on behalf of the automobile interests to keep up the prices of these cars on the pretext that demand is low has some plausibility. I suggest to the Government that they can certainly intervene, and intervene very effectively on behalf of the consumers to bring down the prices of cars and buses; the suggestion that I am making is essentially a very simple one. We have the army which has a demand for vehicles and we have many State Governments which have demands for transport vehicles. Let Governments, both Central and State, place a firm demand for vehicles for military and State purposes with the automobile manufacturers and then tell these manufacturers—they are five or six only—that they have to reduce the prices of cars and buses. I do not have anything against any particular automobile manufacturer, but why for instance should a Hindustan motor car be priced at Rs. 9,600 or Rs. 9,800? Why should it not be sold for Rs. 7,500 or Rs. 8,000 at the most. It can be done if for instance, the Government now gives the automobile manufacturers a definite assurance of demand and if these powerful interests are made to realise that they will possibly lose Government orders if they do not bring down the prices of cars and buses.

There is another aspect of the question which I desire to place before this House.

Mr. Deputy Speaker: What is the price of other cars?

Dr. Krishnaswami: There are only three other cars and they have all apparently come to a certain agreement. Previously when Austin was being sold, Hindustan was priced a bit lower. I am suggesting that when we are giving the automobile industry so much protection, it is essential that we should also have a certain degree of control over the prices of cars. In the long run, the automobile industry must be either nationalised or be brought under national control. When we talk of national control, I do not see any reason why in the case of the automobile industry, once we have assured them a definite demand over a long period, we should not control the prices of these

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commodities. Probably by making the prices of these cars lower, we would be able to stimulate demand on a much larger scale. Where are we today? It is within the know of the hon. Minister for Commerce and Industry that about fifteen years ago, those between the ages 25 and 35 were able to acquire a car and enjoy possession of it. As it is, the desire to have a car is now becoming a rarity among the age group 25-35 on the simple ground that it is becoming most expensive to have a car.

As a result of cars being priced high, even secondhand cars are priced high and this in turn makes it difficult for a new market being created for these secondhand cars. Also, the prices of spare parts and accessories have to be taken into account. It is within the common knowledge of most hon. Members of this House that when we have a new car, the spare parts that go with it are much cheaper than when we attempt to renew them after awhile. I, therefore, suggest that even here we ought to have a definite policy whereby we are able to reduce the prices of these spare parts, so that it may be possible for us to increase the desire for possessing cars.

One more point and I have done. There is unfortunately in the field of automobile industry quantitative restrictions in the shape of import controls. I should like my hon. friend to consider the possibility of doing away with quantitative restrictions for the import of motor accessories. I would like to go into this question at considerable length but time is the great obstacle especially in a one hour debate where many other hon. Members have much to say and say it with greater force.

As regards the other question about which I dealt last time concerning taxation of motor vehicles by States, I think it is a matter which has to be gone into in a deliberate manner; it is no use heaping coals of wrath on States. The States have also to find the wherewithal to carry on their functions. The Central Government should decide to share a portion of their tax on petrol, import and other duties on automobile spare parts with the State Governments. Probably, the hon. Minister is waiting for the report of the Committee of Taxation and Finance to make up his mind. Nevertheless we should like to have some inkling of the intentions of the Government from him when he replies.

पंडित ठाकुर दास भार्गव : जनाब वाला, यह मामला ऐसा है जिस के अन्दर ज्यादा बहस की जरूरत थी, लेकिन वक्त न होने की वजह से मजबूरी है। मैं समझता हूं कि इस देश में सिर्फ पांच कारखाने ऐसे हैं जो कि मोटरों को बनाते हैं। इन में से हिन्दुस्तान मोटर्स की केपैसिटी १८,००० मोटरों की बतलाई जाती है और प्रीमियर आटोमोबाइल्स की १२,००० मोटरों की। यह जो कारखाने हैं वह एसेम्बल भी करते हैं और मोटरें पैदा भी करते हैं। २०,००० तो इन दो की केपैसिटी है एक शिफ्ट से। लेकिन अगर दो या तीन शिफ्टस में काम हो तो मेम्बरान खयाल कर सकते हैं कि यह दोनो कारखाने ५० या ६० हजार मोटरें पैदा कर सकते हैं। लेकिन जहां तक डिमान्ड का सवाल है, वह सिर्फ २०,००० की है। इस देश के अन्दर जहां डिमान्ड २०,००० की है वहां एक शिफ्ट में पैदा करने की केपैसिटी २० हजार इंजनों और गाड़ियों की है। अगर यह कारखाने दो या तीन शिफ्ट्स में काम करने लगें तो वह ५०, ६० हजार से भी ज्यादा बढ़ जायेगी। इस तरह से जो डिमान्ड है उस से बनाने की केपैसिटी बहुत ज्यादा है। कारखाने वाले कहते हैं कि हम कम कीमत पर इंजन और गाड़ियां पैदा नहीं कर सकते। मैं डा० कृष्णस्वामी की ताईद करता हूं कि दरअस्ल इस देश के अन्दर जो मोटरों की कीमत है वह हमारे लिये प्राहिबिटिव सी है। मैं ने सन् १६२६ में पहली मोटर खरीदी थी जिस की

कीमत सिर्फ २,२०० रु० थी । उस के बाद सन् १९२८ में मैं ने एक ब्यूक गाड़ी खरीदी जिस की कीमत ४६११ रु० थी । ११,००० रु० में कुछ दिन पहले शेवरलेट गाड़ी आती थी । अब अगर हम कोई मोटर खरीदें तो काफी दाम देने पड़ते हैं । ब्यूक के लिये तो कम से कम २५ या ३० हजार रुपये खर्च करने पड़ते हैं ।

श्री सैयद अहमद (होशंगाबाद): अब आप के पास कौन सी मोटर है ?

पंडित ठाकुर दास भार्गव : अब तो मेरे पास एक टूटी फूटी सी मोटर है, हिन्दुस्तान मोटर है । लेकिन दिक्कत यह है कि अगर आज हम मोटर खरीदने जायें तो च्वायस की बात ही नहीं रह गई है । मैं तो अपनी गवर्नमेंट को मुबारकबाद देता हूं कि उन्होंने कम से कम यह तो किया कि हमारे देश में मोटरें भी पैदा होने लगीं और दो तीन साल में पूरी तरह से बनने लगेंगी । आज भी कम से कम ५०, ६० फीसदी पुरजे यहां बनते हैं । पूरे एंजिन तो अभी भी नहीं बनते । मैं तो कभी कभी सोचता हूं कि आज अगर किसी देश से हमारी लड़ाई हो जाय तो क्या हमारा सामान बैल गाड़ियों और ठेलों से जायेगा ? आज हालत यह हो गई है कि जब तक हमारे पास मोटरें और ट्रक्स और जीप न हों हम दुनिया में रह नहीं सकते । यहां पर आज जो सवारियां सड़कों के रास्ते चलती हैं क्या आज उन का काम बैलगाड़ियों से चल सकता है ? इस लिये मैं कहता हूं कि जब तक हमारी सड़कें अच्छी नहीं बनतीं या हमारे पास अच्छे ट्रक्स और मोटरें नहीं होतीं तब तक हम किसी तरह से भी तरक्की नहीं कर सकते ।

इस लिये यह जरूरी चीज है गवर्नमेन्ट के लिये कि वह प्लैनिंग मिनिस्ट्री को हुक्म दे कि मोटरों और ट्रक्स की डिमान्ड को बढ़ावें लेकिन डिमान्ड कैसे बढ़े ? पंजाब की तरफ देखा जाय तो वहां ट्रान्सपोर्ट के नैशनलाइजेशन की चर्चा हो रही है । इस चर्चा से लोग डर रहे हैं और मोटरें चलाना बन्द कर रहे हैं । गवर्नमेंट उन के इस डर का नाजायज फायदा उठाना चाहती है । सन् १९४६ में जब एडवर्ड बेन्थल साहब यहां बोलते थे तो वह रेलगाड़ी और मोटरों का मुकाबला करते थे । हम लोग रेलगाड़ियों के बरखिलाफ थे क्योंकि बेन्थल साहब समझते थे कि रेलगाड़ी हमारी है और हम समझते थे कि मोटरें हमारी हैं और उन को हमें फायदा पहुंचाना चाहिये । अब रेल भी हमारी है और मोटरें भी हमारी हैं । आज हम चाहते हैं कि हमारे मुल्क में जल्द से जल्द और अच्छी से अच्छी मोटरें बनें क्योंकि इस से अपने मुल्क की तरक्की का सवाल है । लेकिन मेरी समझ में नहीं आता कि जब हिन्दुस्तान के अन्दर सिर्फ २०,००० मोटरों की डिमान्ड है तो गवर्नमेन्ट के कोशिश करने पर भी कारखाने कैसे ज्यादा बनायेंगे क्योंकि उन को खरीदेगा कौन ? इस लिये आज जरूरी है कि हम अपने मुल्क में मोटरों की डिमान्ड बढ़ायें । जब तक हमारी डिमान्ड नहीं बढ़ती तब तक यह देश के लिये रैट्रोग्रेड सी हो जाती है । अगर हमारे देश में मोटरों की डिमान्ड नहीं बढ़ती तो हम मोटरें ज्यादा नहीं बना सकते । डिमान्ड इस तरह से बढ़ सकती है कि कारखानों के अन्दर मोटरों और कामर्शल लारीज को तरक्की दी जाय । आज कामर्शल लारीज को भी कोई शख्स खरीदने को तैयार नहीं है क्योंकि मोटर वैहिकल ऐक्ट के मातहत हम थोड़े थोड़े अर्से के लिये लाइसेन्स देते हैं । पंद्रह दिन के वास्ते, एक महीने के वास्ते, दो या तीन महीनों के वास्ते हम लाइसेन्स देते हैं । यह सारे काम रिवेन्जफुल स्पिरिट में किये जाते हैं । आज बड़ी स्कैन्डलस हालत हो रही है कि १४ दिन के लिये एक महीने के लिये या छः हफ्ते के लिये लाइसेन्स दिया जाता है । इस में लोगों को ज्यादा आसानी देनी चाहिये जिस में लोग

[Pandit Thakur Das Bhargava]

गाड़ियां को लेने के लिये आगे आवें ।

मैं निहायत अदब से अर्ज करूंगा कि गवर्नमेन्ट शुरू से ही इस चीज को अपने हाथ में ले ताकि कारखाने वाले ज्यादा फायदा न उठा सकें । गवर्नमेन्ट उन की मोनोपली अपने हाथ में ले ले और उस के मुताबिक गाड़ियों की कीमत मुकर्रर करे ताकि लोग आसानी से मोटर खरीदने के लिये तैयार हों और महसूस भी करें कि गाड़ी उन को ठीक कीमत पर मिल रही है ।

जहां तक लारीज का सवाल है उन के साथ वह सुलूक न किया जाय जो कि आज किया जा रहा है । इस सिलसिले में सब से जरूरी चीज यह है कि कम से कम सन् १९६१ तक नैशनलाइजेशन का नाम न लिया जाय । अगर आज नैशनलाइजेशन का नाम लिया जायेगा तो उस के डर की वजह से लोग गाड़ियों को नहीं खरीदेंगे और इस इन्डस्ट्री में दिक्कत वाकय होगी ।

जब तक यह दो तीन बातें नहीं होंगी तब तक मुझे इस इन्डस्ट्री का कोई फ्यूचर इस देश में नजर नहीं आता है । अगर हम अपने देश में ज्यादा एंजिन और मोटरें पैदा करते हैं तो इस का हमारे मुल्क के डिफेन्स पर बहुत असर पड़ता है । अभी मैं दिल्ली जहाज देखने गया था । जब मैं ने "दिल्ली" जहाज को देखा तो यह ध्यान आया कि वह हमारे देश का बना हुआ नहीं है । मैं ने वहां पर लोगों से पूछा कि अगर्चे हिन्दुस्तान के पास कई तारपीडो हैं लेकिन अगर यह खत्म हो जायें तो तुम क्या करोगे ?

मैं कहना चाहता हूं कि जब तक इस देश के अन्दर मोटरें और एंजिन बनना नहीं शुरू होंगे तब तक यहां की डिफेन्स इन्डस्ट्रीज और दूसरी इन्डस्ट्रीज की तरक्की नहीं हो सकती । इस लिये यह एबसोल्यूटली नेसेसरी है कि इस चीज को हम जितनी जल्द हाथ में ले सकें लें और इस इन्डस्ट्री को बढ़ायें । बिना इस के किये हुए इस देश का मुस्तकबिल मुझे रौशन नजर नहीं आता ।

Shri Bansal (Jhajjar-Rewari): I am in general agreement with what Shri Hukam Singh and Pandit Bhargava have said before me. I do not want to make a long speech because my time is very short and I would just like to enquire of the hon. Commerce and Industry Minister as to what has the Government done to a large number of recommendations made by the Tariff Commission. I particularly refer to the recommendation of the Tariff Commission in regard to the nationalised road transport. They had said: "It is essential that State road transport departments or corporations should encourage manufacturers of motor vehicles in India by purchasing their vehicles provided they are of the type required by them. When manufacturers are unable to produce vehicles of the type required by them they may be given licences to import such vehicles from abroad." It is well known that a large number of States are importing these vehicles through a number of aid schemes. Under the Colombo Plan, a large number of vehicles were allowed to be imported and I think that practice is still going on. I would like to know from the hon. Commerce Minister whether this practice has been stopped......

Mr. Deputy-Speaker: Are those imports all paid for?

Shri Bansal: They are paid out of the aid funds.

Then the other recommendation made by the Tariff Commission was in regard to the high rate of freights. They had suggested that the railway freight should be reduced to about 50 per cent. for the transport of complete motor cars from the manufacturing centres to the selling centres. They had made another auxiliary recommendation in regard to the difficulty

in having covered wagons on the railways. I would like to know if anything has been done about these.

The most important recommendation was in regard to taxation of road transport. They had said and I am in fact reading the Government's resolution: 'Government agree with the Commission that the present system of taxation of road transport by different authorities at different rates, sometimes very high, has been a powerful factor in reducing demand for vehicles, particularly for transport vehicles. Any change in this regard should be after discussion with State Governments and Government of India propose to take necessary steps in consultation with the State Governments in order to evolve a system of taxation which will be conducive to the development of motor transport..." I would like to know if anything has been done about this and if so, with what result. Just now, my hon. friend sitting to my right informed me that in certain States, particularly in Andhra, a passenger bus has to pay as much as Rs. 470/- per quarter and if the bus goes to another State, it has to pay twice as much per quarter.

Shri Vishwanatha Reddy (Chittoor): That is for lorry, transport vehicle for goods.

Shri Bansal: That is for transport goods vehicles. For passenger buses it is six thousand rupees per year. This may be a peculiar case of Andhra and certain South Indian States. But it is well known, and the Motor Vehicles Taxation Enquiry Committee reported that as much as Rs. 64 crores are earned by the various State Governments through these taxes. In our country we have hardly three lakhs of motor vehicles plying, which means that every bus or car has to pay annually about two thousand rupees by way of taxation alone. In view of this high tax it is very obvious that there cannot be a high demand for motor vehicles in this country.

I would like to know one particular thing from the hon. Minister of Commerce and Industry in regard to the import figures and production in our country. I find that in 1951-52 we imported about 14,000 cars and vehicles; in 1952-53 only 8,797; and in 1953-54 about 10,000. Our production has been, in the comparable years, roughly 22,472, 15,288 and 13,920.

Mr. Deputy-Speaker: It has been going down.

Shri Bansal: This has been the production in India.

An Hon. Member: This includes assembled cars also?

Shri Bansal: Naturally, cars which are assembled either completely or partly. I would like to know, if the import in 1953-54 was only 10,000 how is it that the production was 13,920? How is the disparity between the import figure and the figure of production, which includes assembled cars also, explained? I can understand the disparity for previous years. But for 1953-54, after the Government of India have disallowed import of complete vehicles, it is different to explain this disparity.

Another thing is, what is the reason for this steady fall in the demand? I can understand that in the immediate post-war period there might have been a big pent up demand which must have required a comparatively larger number of vehicles to satisfy that demand. But after that it has been almost continuously going down from fourteen thousand in 1951-52 to about ten thousand in 1953-54.

Now, I agree with Dr. Krishnaswami and Sardar Hukam Singh that the price of the cars must be brought down if the demand is to increase. Only the other day I was talking to the Vice-President of Hindustan Motors. I asked him what was the sale of their motors in 1953. He said it was of the order of 2,500 per year—Hindustan Fourteen. And the price, on the road, is about Rs. 10,000. I asked: suppose you make the price

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about Rs. 8,000, will not the demand go up to about seven or eight thousand? He said: we do not think. And he made an offer to me: if you can give a guarantee of selling eight thousand cars, I am in a position to give you at the rate of Rs. 8,000 per car straightway. Of course, Sir, I was not in a position to accept that offer. But the fact remains it could not be that the manufacturers do not want to reduce the price. After all, what is the position? If you see their balance sheets, they have not been able to provide for the depreciation. In Hindustan Motors, depreciation has accumulated to about Rs. 150 lakhs. Surely no manufacturer would like to continue his demand restricted if he could increase it by merely reducing the price.

In this connection I would like to make a suggestion to the hon. Minister of Commerce and Industry. The import duty on motor parts is about 40 per cent, and in respect of some parts which are beginning to be manufactured here the duty is higher. Let this duty remain at 40 per cent. on imported parts. But where a large number of parts are manufactured here, instead of the others having to pay a higher duty on those parts, my suggestion is that those who are manufacturing parts here should be given some rebate on some workable basis, so that they are in a position to bring down the costs, and at the same time so far as those people who are not producing those parts here are concerned their cost of production also does not go up very high. By this way I think the cost of a medium size car may be reduced by about five hundred rupees and in the case of a bigger car, in the case of which a large number of parts are still imported, the price differential may be even one thousand or one thousand and five hundred rupees. These are figures which I am giving off-hand. But I think this is a suggestion which the hon. Minister of Commerce and Industry will very kindly consider.

Mr. Deputy-Speaker: Dr. Natabar Pandey and Sardar Akarpuri, who have given their names are not here. Then I will call upon the hon. Minister.

Shrimati Tarkeshwari Sinha (Patna—East): I want to say something.

Mr. Deputy-Speaker: Why did she not give notice? And the other hon Members do not speak, they only put some questions. All right, I will make an exception.

Shrimati Tarkeshwari Sinha: I want to ask a question about the rate of interest charged on hire purchase cars on an instalment basis, because the rate of interest charged varies from 12 to 16 per cent, and sometimes it goes to 18 per cent. So I would ask the hon. Minister: is there any possibility of decreasing that rate of interest, because it is so high.

Mr. Deputy-Speaker: And the hon. Member, Shri D. C. Sharma wanted to say something?

Shri D. C. Sharma (Hoshiarpur): I wanted to ask how long this debate will go on.

Mr. Deputy-Speaker: We shall conclude at five o'clock.

Shri D. C. Sharma: And I wanted to ask also whether there is any place in the world where the rate of interest is 80 per cent.

Shrimati Tarkeshwari Sinha: Not eighty, eighteen.

Shri T. T. Krishnamachari: I am grateful to my hon. friend Sardar Hukam Singh for having raised this discussion. Contrary to the usual type of criticism that Government have to face in regard to Government's policy, I think the speech made by my hon. friend is one for which the Government have to be grateful. He gave an extremely balanced picture of the situation. And I must agree with him that the facts he mentioned were all absolutely correct.

The deductions therefrom may differ from the point of view of the hon. Member and myself. I do not propose therefore to deal with the facts he has presented because, as I said, the facts are correct.

It is true that automobile manufacturing in this country is lagging behind. It is also true that consumption in this country of automobiles, whether they are pleasure cars or trucks and so on, is not rising; it is at a dull and stationary level. It is also true that we have no co-ordination policy either in regard to roads or in regard to general road transport or in regard to taxation of transport or even, for that matter, in regard to the manufacture of automobiles.

Sardar Hukam Singh: A very balanced view.

Shri T. T. Krishnamachari: We have a saying in our part of the country that you cannot hide a pumpkin by the rice that you put on your leaf. I cannot hide facts.

Mr. Deputy-Speaker: If you cut the pumpkin you can do it!

Shri T. T. Krishnamachari: The pumpkin can be cut, and there will be a lot of water!

There is no denying that in a country like ours, so big, with railway transport not adequate—35 thousand miles or 48 thousand miles including railway lines—there is a large scope for road transport to improve. In fact, long before I ever came into politics, I was also as enthusiast as Dr. Krishnaswami described it a man frightfully keen on road transport. To a certain extent, at a time when probably a private citizen had no influence at all with the Government, in 1931, I was very largely instrumental in raising an agitation as a result of which the Madras Government abolished tolls. Between 1931 and 1939, road transport in Madras grew out of all proportion to what it was previous to 1931. In the matter of the number of vehicles, Madras had the first place, as against all other parts of India. There is therefore no denying that some kind of rational taxation policy does help the stimulation of road transport.

There are various difficulties. Sometimes, I suppose, in our enthusiasm for starting an industry in the country, we overlook certain concomitant circumstances that arise from the implementation of a policy of that nature. We might have been a little too previous in this matter. In a war-worn economy, with a shrinking purchasing power, and the prices of motor vehicles being very high, the possibilities of any increase in the number of motor vehicles on the road now undoubtedly low. Perhaps, we have attempted the manufacture of motor cars and trucks at a wrong time, at a time when consumption would have gone down in any event. That may be a question of wrong timing. But, we have to accept the position as it is. Government have adopted a certain policy. We have more or less asked the assemblers in this country to go out. We have fixed upon five companies to manufacture in this country. Every one of them has got a manufacturing programme. We are now trying to whip them up by periodical visits of experts attached to the Commerce and Industry Ministry, to see that they keep to their programme. That is one part of the question.

The other part is how to stimulate the purchase of motor vehicles. Sardar Hukam Singh was perfectly right when he said that our expectation in regard to private cars cannot be very high. My own feeling is that the number of private cars will increase only with the increase in taxis. I think what my young friend Shrimati Tarkeshwari Sinha mentioned is quite right, though Government have nothing to do with that. Hire purchase business is done by private companies. They charge a rate that the traffic will bear. If a company can make some money by charging 9, 10 or 18 per cent., by being able to from people who are prepared to pay,

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they charge that rate. We have no rational system of hire purchase in this country. Hire purchase business in this country has, practically, not grown. We do not even afford credit for the goods that we buy from the shops.

Shri D. C. Sharma: That is not the criterion. Because a person is prepared to pay, he should not be charged 18 per cent. That is not fair.

Shri T. T. Krishnamachari: We are not going into that question. If you have a good financing organisation, for persons who could buy taxis, possibly some of the unemployed may go in for taxis and the number of taxis will go up. The possibility of a person owning a car in this country is getting progressively more and more difficult. A car in the overall costs about Rs. 400 a month. If you allow for depreciation, wear and tear and sometimes for a chauffeur, it does costs Rs. 400 a month. There are very few in this country who could afford Rs. 400 a month. Therefore, the possibility of expanding the market for the pleasure car is through the means of taxis.

But, the main question happens to be, as Sardar Hukam Singh mentioned, the road transport vehicles which are public service vehicles. In fact, speaking in the Industries Advisory Council the other day, and more or less speaking aloud in regard to the targets, I said, I do not see why we should not aim at a target of 100,000 vehicles by 1961. We have always held the view that with a rational road policy and a rational taxation policy, that target can be achieved. It is not difficult to achieve. But, there is no possibility of people increasing their purchases of motor vehicles as the things are at present. It is not merely the taxation policy that stops it. A man who buys a truck does not buy for pleasure. He buys it as an investment, as a means of livelihood. If he has to pay Rs. 18,000 for a truck and then go on paying all the incidental and ancillary charges running from Rs. 1,400 per year to Rs. 4,800 according to the capacity of the Finance Ministers of the various States, to devise their road vehicle taxation, that is an inhibitory factor in his case. There is no denying that. It is also true, as Shri Bansal said, that we have not been able to implement some promises that we made at the time that we issued a Resolution on the Tariff Commission's recommendations. We thought of getting all the States together to come and discuss this question of a rational road taxation with us. They would not do it. Some hon. Member asked me the other day if the sales tax on motor vehicles is not an inhibitory factor. It would be wrong to identify any particular State with this fact. It is true. We levy an import duty on the parts that come: 40 per cent. The States levy a sales tax on the purchase. It is not a question of sales tax on the pleasure car, but also on the truck. A truck costs Rs. 18,000 and the sales tax ranges between 5 per cent. and 6¼ per cent. That is an appreciable sum. My young friend here the Deputy Minister for Railways charges somewhere about Rs. 600 or 700 from the place of manufacture to the destination by way of railway freight. On top of that, the man has got to pay a lump sum immediately for obtaining a licence which may be anything up to Rs. 1,200 in the case of buses. It may be Rs. 400 or 300 more in the case of trucks, because most States are well above the Rs. 1,000 mark so far as truck taxation is concerned. It may be that the sales-tax is the last straw. It may be that the high railway freight is the last straw. It may be that road taxation is the last straw. Anyway, the cumulative effect scares away the purchaser. Sometimes, it happens that careful road haulers practically rebuild their machines. I know of one instance where people make their buses run for eight years by opening up the parts, re-facing them, spraying iron on them, again grinding them and putting them into the cars and making them run for another three years. That is a possibility. These things are happening. Many more of these trucks for which they pay Rs. 18,000 would have been on the road if they were charged Rs. 8,000. People would not repair and pay high prices for the parts for old truck. All these factors inhibit the growth of this particular industry. I recognise the truth in what Sardar Hukam Singh has said.

But, the remedy is more difficult than an analysis, because this is a federal Government, and we have to bring all the people of the States round a table. We are trying. In the last session of the National Development Council, an attempt was made. Even now, there is a Planning Committee under the Chairmanship of the Secretary of the Transport Ministry, which has, for the last six months, been struggling to get an agreed recommendation that we should put forward before the States. Human ingenuity is not bereft of finding ways and means of getting over a situation. There are however certain factors which are difficult. Take the question of State taxation. I think probably Dr. Krishnaswami mentioned about the possibility of some recommendation coming from the Mattai Commission. That is true in one sense. We would not like at this time to suggest any changes in the State taxation until we know what the full picture of the Taxation Enquiry Committee's recommendations would be.

Dr. Krishnaswami: I should like the hon. Minister to consider the possibility of sharing some of the Central taxes with the States and thus using it as a bargaining power for their lowering the vehicles tax.

Shri T. T. Krishnamachari: It is an extremely human suggestion. But, sharing also implies a certain amount of ability to share. I must have something to share. I must be able to share it. My hon. friend, clever as he is, would not be able to get answer out of me. This question of sharing is equally difficult. If I share what I have with the States, I want something else to give to the States. After all, the Central Government here exists not for the sake of running a Government here, but to help the States. In some other directions, the funds which will be placed at the disposal of the States will have to be curtailed. I do not want to take the time of the House any more except to say that we are conscious of the defects in regard to our automobile policy. We are grateful to the hon. Members for the suggestions which they have made. I am at present not in a position.......

Mr. Deputy-Speaker: What about encouraging the industry by Central and State Governments purchasing these local manufacturers?

Shri T. T. Krishnamachari: That is being done. As a matter of fact, today nothing is being imported. There may be occasionally a double-decker but, if the Bengal Government wants for Calcutta a double-decker which is not being manufactured in the country, we allow the import, but I am very rigorous about permitting State Governments to indulge in their own fancies or extend their patronage to particular types of motor vehicles other than assembled in this country.

The Colombo Plan thing that Hon. Members Mr. Bansal mentioned was about more than two years back when the Canadian Government gave us a gift of about 1,500 vehicles. But there is one fact which my friend Mr. Bansal does not understand. Even the vehicles which we might have purchased locally at that time were vehicles imported from America, not manufactured in this country—imported engine as a block, chassis as a block, wheels separately, all in separate cases. So, it would have not have resulted in manufacture of vehicles in the country. It would have resulted in local assembling of imported vehicle parts to a small extent.

I think prices have to some extent come down, not very visibly, but as I said there is the other alternative. The

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railways have increased their freight from October, 1948. When I brought a car from Madras some time early in October, 1948 I remember to have paid somewhere about Rs. 400 but today if you want to bring a car from Madras you have got to pay over Rs. 700. The railways have come in for their share of Rs. 300. The Rs. 300 excess price you pay goes to the Government of India again.

Mr. Deputy-Speaker: But that is in relation to a car which has been already purchased.

Shri T. T. Krishnamachari: On any car you bring you will have to pay, and cars are assembled either in Calcutta or in Madras, and they have got to come to Delhi. From Calcutta it costs about Rs. 600, from Madras Rs. 700 and odd.

The question of price is still being watched, but I can tell hon. Members one fact, that none of these companies are in a flourishing state. It is not a question of any of them making money. None of them have declared a dividend. At the time I took charge of the Ministry, the shares of one of the companies, Hindustan Motors, were quoted at Rs. 3-5-0 nominal. I was told that I could purchase the shares at Rs. 1-12-0. It would have been a good tip to hon. Members if I had told him that I was going to give active support to the industry. Today, it is selling at Rs. 10 or above par. Though confidence has come none of the companies has been able to pay a dividend.

For instance, Hindustan Motors are now manufacturing a little over fifty per cent. of the parts. I think by the end of the year, they will probably reach almost the optimum of about 66 per cent. The other people are manufacturing engines. The point made by Pandit Thakur Das Bhargava is if a war comes whether we would be able to manufacture them. Yes, we will be able to manufacture them.

Pandit Thakur Das Bhargava: We will be spared of jeep scandals also.

Shri T. T. Krishnamachari: Scandals are endamic. There is no question of getting away from scandals. Whether it is this Government or some other Government, scandals are always endemic. Scandals will be there because how can people live without scandals, the people that manufacture scandals?

Anyway, I have no desire to take up the time of the House. I wish once again to express my gratitude to the hon. Members who took part, and I can tell them that the useful suggestions that they have made will be carefully noted by Government, and I do hope in another six months we might have another discussion when I will be able to give a reply which will be a little more heartening than what I have given today.

Shri Bansal: Just on a point of information, the hon. Minister referred to my understanding or lack of understanding of the Colombo Plan deliveries. I was only reading from the Tariff Commission's report which was published not two years back but about a year and a quarter back. I was only reading from that, and if there was any lack of understanding, I am in very good company.

Shri T. T. Krishnamachari: I recognise the Tariff Commission is as fallible as any of us.

MESSAGES FROM THE RAJYA SABHA

Secretary: Sir, I have to report the following three messages received from the Secretary of the Rajya Sabha:

(i) "In accordance with the provisions of sub-rule (6) of rule 162 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Madhya Bharat Taxes on Income (Validation) Bill, 1954, which was passed by the

Lok Sabha at its sitting held on the 27th September, 1954, and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill."

(ii) "In accordance with the provisions of sub-rule (6) of rule 162 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Appropriation (No. 3) Bill, 1954, which was passed by the Lok Sabha at its sitting held on the 28th September, 1954, and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill."

(iii) "In accordance with the provisions of rule 125 of the Rules of Procedure and Conduct of Business in the Rajya Sabha. I am directed to inform the Lok Sabha that the Rajya Sabha, at its sitting held on the 29th September, 1954, agreed without any amendment to the Administration of Evacuee Property (Amendment) Bill, 1954, which was passed by the Lok Sabha at its sitting held on the 25th September, 1954."

The Lok Sabha then adjourned sine die.